

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Te Kaunihera o Pōneke | Council

Rārangi Take | Agenda

Rāpare Thursday, 29 Pīpriri June 2023
Ngake (16.09), Level 16, Tahiwī,
113 The Terrace
Pōneke | Wellington



MEMBERSHIP

Mayor Whanau (Chair)
Deputy Mayor Foon (Deputy Chair)
Councillor Abdurahman
Councillor Apanowicz
Councillor Brown
Councillor Calvert
Councillor Chung
Councillor Free
Councillor Matthews
Councillor McNulty
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Randle
Councillor Wi Neera
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Announcements by the Mayor

1.4 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.

1.5 Confirmation of Minutes

The minutes of the meeting held on 14 June 2023 will be put to the Te Kaunihera o Pōneke | Council for confirmation.

1.6 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 Wellington City Council

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 Wellington City Council.

Minor Matters relating to the General Business of the Wellington City Council

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 Wellington City Council for further discussion.

1. 7 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 31.2 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.

2. General Business

NOTICE OF MOTION REGARDING STATE OF PALESTINE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council responds to the Notice of Motion by Councillor Wi Neera and sets out the officer's advice for Councillors when considering this notice of motion.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- | | | |
|------------------------------|--|--|
| <input type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input checked="" type="checkbox"/> Unbudgeted \$X |
|------------------------------|--|--|

2. The financial implications of starting a new city-to-city relationship have not been quantified in detail at this time. The resource implications would relate to additional resourcing in the International Relations team to progress the relationship, as well as travel and hosting costs that come from holding an sister city relationship.

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

3. As the decision to recognise the State of Palestine is not the role of local government, there is the potential risk that Council could lose influence in relationships with stakeholders, including central government, community leaders and key partners.

Authors	Melanie Crawford, Senior Int'l Relations Advisor Geoff Lawson, Team Lead, Policy Baz Kaufman, Manager Strategy and Research
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

Motion

That the Te Kaunihera o Pōneke | Council:

1. Hereby recognise the State of Palestine.
2. Direct officers begin an accord between Pōneke, Wellington and رام الله, the City of Ramallah with the ultimate goal of establishing a Sister Cities Partnership and/or a Memorandum of Understanding.
3. Hereby request illumination of the Michael Fowler Centre with the colours of the State of Palestine's flag on the evening on 15 May 2024, from 18:00 until 22:00.

Whakarāpopoto | Executive Summary

4. Councillor Wi Neera has proposed a notice of motion which has been received in accordance with the requirements of Standing Orders.
5. Officers have set out options to consider regarding the notice of motion. The overall advice is that:
 - Recognition of states is a function of central government, rather than the Council. The recommendation is not to take a position (as it is not Council's role) and advocate to central government to continue to work with the UN to progress a two-state solution (current position of the New Zealand Government).
 - The development of a sister city relationship is a long-term strategy which should be aligned with our International Relations Policy. The development of a sister city relationship with Ramallah does not align strongly with the current policy of the Council. The policy is currently under review, so consideration regarding a city-to-city relationship with Ramallah could be done once the revised International Relations policy has been completed.
 - On lighting the Michael Fowler Centre, officers recommend that this is not undertaken without an agreed policy and guidelines on how Council facilities are used in this way while maintaining our stance of being an inclusive city. It is recommended that the Council explores other ways of supporting or recognising the Palestinian community.
6. The Council has obtained advice from the Ministry of Foreign Affairs regarding the notice of motion for Council to recognise the State of Palestine. Their advice is that it is not Council's role to take a position on this. Their advice is appended as attachment 1.

Takenga mai | Background

7. The notice of motion has been received in accordance with the Council's Standing Orders. The notice of motion together with its signatories is appended to this report as attachment 2.
8. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 16 May 2023 and was signed by eight of sixteen elected members.

9. Standing Order 23.5 states that a notice of motion may be altered only by the mover with the agreement of a majority at the meeting. Once moved and seconded, no amendments may be made.

Kōrerorero | Discussion

10. The notice of motion provides for the Council to make three decisions. Officers have provided options in relation to each of those decisions to support Councillors with their decision-making. These are outlined below.

Recognise the State of Palestine

Role of local government in international relations

11. Wellington City Council's international relations programme and policy is focused on building social, cultural and economic connections with our sister city partners. City-to-city relationships are the focus and jurisdiction of local councils in international relations.
12. The role of international relations for local authorities does not extend to foreign affairs and international diplomacy between states.
13. While our international relations activities are broadly aligned to the New Zealand Government's foreign affairs strategic direction, the Council leaves diplomacy on international affairs to central government's Ministry of Foreign Affairs and Trade (MFAT) which is best placed in terms of role, jurisdiction, skills and resources to assess and calibrate an appropriate response to these matters.

International convention in recognising statehood

14. To recognise a community as a state is to declare that it fulfils the conditions of statehood as required by international law. A state is defined under Article 1 of the Montevideo Convention on the Rights and Duties of States, which says that a state must possess a permanent population, a defined territory, a government and the capacity to enter agreements with other states.
15. Formal recognition of states is then the domain of central government, not local government. The United Nations (UN) outlines that recognition of a new State or Government is an act that only other States and Governments may grant or withhold.
16. In New Zealand, recognition as a State would bring with it certain diplomatic immunities and privileges under our law. It is therefore something that can only be done at a national Government level. While this is not expressly set out in legislation, it is a constitutional convention confirmed within the Cabinet Manual. The Cabinet Manual is the authoritative guide to central government decision-making and the primary source of information on New Zealand's constitutional arrangements.
17. Para 5.12(m) of the Cabinet Manual provides that significant matters concerning New Zealand's international relationships, security, foreign policy and deployments offshore must be submitted to Cabinet. Recognition of Statehood is clearly a significant matter affecting New Zealand's international relationships both with the recognised State and other States. Practically speaking, such matters/proposals would be submitted to

Cabinet by the Minister of Foreign Affairs (with support from the Ministry of Foreign Affairs and Trade).

Aotearoa New Zealand's current position

18. New Zealand has not officially recognised Palestine as a sovereign state. New Zealand is committed to a UN-backed two-state solution.
19. The State of Palestine is currently classified as a "non-member observer state" by the United Nations. As of 3 June 2023, 139 of the UNs 193 members have recognised Palestine as a state.
20. If Wellington City Council were to formally recognise the State of Palestine, this would have no legal standing without also central government changing its current position. At this time, central government's formal position is support for a United Nations-backed two-state solution.

Ministry of Foreign Affairs advice to Council

21. The Council has approached the Ministry of Foreign Affairs regarding the notice of motion to recognise the state of Palestine, and the advice received is that the issue is complex and the domain of central government. Their advice on the matter is outlined below:

"The conflict between the Israelis and the Palestinians has remained fraught, highly politicised and unresolved for many years. Realising Palestinian statehood remains a particularly complex element of the conflict.

Aotearoa New Zealand remains committed to supporting a two-state solution to the Israeli-Palestinian conflict, which envisions the creation of an independent State of Palestine living in peace and security alongside the State of Israel. We are keen to ensure that a solution to durable and lasting peace in the region can be achieved, and are mindful that communities around the world including in Aotearoa New Zealand also want to see this outcome.

Decisions surrounding political and legal matters of state recognition are the exclusive prerogative of the New Zealand Government under its foreign policy mandate. Statements made by local authorities surrounding recognition of other states do not constitute an act of recognition by New Zealand as local authorities do not hold those decision-making powers."

Establishing a Sister Cities Partnership and/or a Memorandum of Understanding with the city of Ramallah

22. Wellington City Council has a range of formal international city-to-city relationships. These relationships support people-to-people, student and business interaction between cities, as well as knowledge sharing programmes between cities in terms of city issues and solutions. For a list of existing international relationships please visit the [International Relations page](#) on the Council's website.
23. These formal city-to-city relationships can take many forms including:
 - *Sister city* – a formal, long-term relationship based on diverse links between two cities which could include cultural, education and business connections

- *Friendly city* – an informal partnership that is limited in scope but still promotes collaboration and cooperation between two cities
 - *Partner city* – a relationship based on specific projects or initiatives with cities which share interests with Wellington
 - *Historical sister city* – a relationship based on historic or cultural ties, often dating back to an event in history that has significant meaning to both cities.
24. Any new city relationship must align with the objectives of the International Relations Policy and have the support of Council's international relations partners (e.g., local business, tourism, education providers).
25. The proposed sister city agreement with Ramallah does not align strongly with the existing International Relations Policy (2013), which has a focus on Australia and Asia, and has the following objectives:
- Encourage business, trade, educational, cultural exchanges and projects between our partner cities
 - Facilitate strategic connections through memberships in international networks to enhance opportunities for dialogue
 - Raise Wellington's profile internationally, improving our reputation and enhancing our competitiveness on the global stage
 - Share resources, knowledge, expertise and best practice approaches on tackling emerging issues.
26. In addition to any proposed sister city relationships needing to be assessed against the policy, the relationship needs to be considered on its potential to provide demonstrable benefits for Wellington. Decisions on allocating the Council's limited international relations resources must be made with confidence that the city derives sufficient value to justify Council engagement.
27. The Council is currently revisiting the International Relations Policy as one of the priority actions arising from the Council's Economic Wellbeing Strategy, adopted in June 2022.
28. This refresh of the International Relations Policy and development of a set of guidelines will help to provide greater focus and prioritisation. It will help us understand how to choose whether to pursue formal international relationship opportunities, and how to maximise benefits of new relationships through the construction of formal agreements. It will provide a high-level and practical guide for considering whether to enter into a formal agreement at all, and if doing so, how to produce an agreement that supports a valuable relationship for two cities.
29. If Council chose to pursue a formal a city relationship with Ramallah, this would need to be developed over time and resourced appropriately. The practical starting point for such an endeavour is to work towards establishing a friendship agreement which would enable us to monitor the ability to deliver sustainable activity in the longer term before progressing the relationship any further. To achieve this, there would need to be additional funding and community support.

Illuminate the Michael Fowler Centre with colours of the State of Palestine flag on 15 May 2024 (Nakba Day)

30. Nakba Day, also known as the Palestinian Catastrophe, commemorates the time when Palestinians were displaced from their homeland during the time of conflict following when the state of Israel was established. It is observed on 15 May.
31. The Council from time to time uses the lights on the Michael Fowler Centre to communicate a position or stance on a particular issue. This can be interpreted in many ways but is often seen by others – particularly overseas – as a ‘city’ position on an issue, rather than a ‘Council’ position on an issue. A recent example is the lighting of the Michael Fowler Centre in Ukrainian colours to show the city’s solidarity with the people of Ukraine.
32. Currently there are no policies, guidelines or formal processes that support decision-making on the lighting of the Michael Fowler Centre on these kinds of issues. The current process is informal and relies on the mayor making these decisions, in consultation with officers, councillors and WellingtonNZ who operate the venue.
33. Because requests to light the Michael Fowler Centre are infrequent and often in response to an external event, the current process is ad hoc and does not normally provide sufficient time for formal committee consideration and decision-making, nor any community engagement to gauge community views on the issues.
34. As the capital city, Wellington is the home of central government, the city hosts 50 diplomatic missions, and the city has a strong history as the home of debates and discussions on important local, national and international issues.
35. The Council has a wide range of venues for community hire through WellingtonNZ and supports its venues to be places for events and healthy debate of important issues.
36. However, Wellington is also a diverse and inclusive city, and wants its venues to be welcoming for everyone, and consequently officers do not believe it is appropriate for the venues themselves to be used to make statements, as it may make them a less attractive place for use by others in the community – particularly if the issue is divisive and the community does not have a united view.
37. If the Council chose to illuminate the Michael Fowler Centre with the colours of the State of Palestine flag on 15 May 2024 (Nakba Day), it is recommended that Council develop a policy to ensure future decisions about lighting of the Michael Fowler Centre has clear guidelines and processes for decision-making.

Kōwhiringa | Options

Recognise the State of Palestine

38. There are three options in relation to the notice of motion to recognise the state of Palestine:
 - Option 1: Recognise the State of Palestine
 - Option 2: Take no position as it is not Council’s role to recognise states / governments
 - Option 3: Take no position as it is not Council’s role to recognise states / governments, but advocate to central government to continue to work with the UN to progress a two-state solution.

Officer recommendation

39. Given that Council’s jurisdiction and role in international relations is focused on city-to-city relationships, and not international diplomacy, officers recommend either Option 3

- that the Council take no position on recognising the State of Palestine as it is not Council's role to recognise new states and / or governments, but advocate to central government to continue to work with the UN to progress a two-state solution.

Establishing a Sister Cities Partnership and/or a Memorandum of Understanding with the city of Ramallah

40. There are three main options in relation the notice of motion to establish a Sister Cities Partnership and/or a Memorandum of Understanding with the city of Ramallah:
- Option 1: Establish a city-to-city relationship with Ramallah
 - Option 2: Do *not* establish a city-to-city relationship with Ramallah
 - Option 3: Consider / assess a city-to-city relationship with Ramallah once a new International Relations Policy has been developed.

Officer recommendation

41. The proposal to enter into a formal city-to-city relationship does not align strongly with the existing International Relations Policy, and consequently officers recommend Option 3 - that new city-to-city relationships (apart from those already underway) are only considered once a new International Relations Policy has been completed.

Illuminate the Michael Fowler Centre with colours of the State of Palestine flag on 15 May 2024 (Nakba Day)

42. There are three main options in relation to the notice of motion to illuminate the Michael Fowler Centre with colours of State of Palestine flag on 15 May 2024 (Nakba Day).
- Option 1: Illuminate the Michael Fowler Centre with colours of State of Palestine flag on 15 May 2024 (Nakba Day)
 - Option 2: Do *not* illuminate the Michael Fowler Centre with colours of State of Palestine flag on 15 May 2024 (Nakba Day)
 - Option 3: Do *not* illuminate the Michael Fowler Centre with colours of State of Palestine flag on 15 May 2024 (Nakba Day) and engage the Palestinian community about alternative ways in which to appropriately recognise Nakba Day.

Officer recommendation

43. Officers support council venues being home to important discussions, but do not believe it is appropriate for these venues to be used to take a position on key divisive issues – particularly when community views are not known. Officers recommend option 3 – do not illuminate the Michael Fowler Centre with colours of the State of Palestine flag on 15 May 2024 (Nakba Day), but support working with the local Palestinian community on alternative ways in which to appropriately recognise Nakba Day.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

44. There is no strong alignment with the current International Relations Policy which is focused on existing relationships and expansion of relationship with cities in Australia and Asia.

Engagement and Consultation

- 45. It is likely that the Council's decision regarding the Notice of Motion will be of interest to specific members of the community. In the time available to respond to the Notice of Motion, community engagement has not been possible.
- 46. In terms of the Council's Significance and Engagement Policy this matter is rated as 'Low' on the spectrum.

Implications for Māori

- 47. The Palestinian struggle for statehood has similarities with the Māori concept of tino rangatiratanga. Palestinians share similarities with Māori in terms of having suffered land loss and their struggle for self-determination. In the time available, it has not been possible to consult mana whenua and consequently the position of mana whenua on this matter is not known at this time.

Financial implications

- 48. If Council chose to pursue a formal a city relationship with Ramallah, this would need to be resourced appropriately, and would require additional funding. This has not been worked through in detail at this time, but the existing resourcing in the International Relations team is insufficient to carry out the work necessary to develop another city-to-city relationship. There would also be additional costs in terms of travel to Ramallah and hosting delegations from Ramallah in the future, but these would be relatively modest.

Legal considerations

- 49. The report outlines the role of local government versus that of central government in international relations. Council does not have a role in recognising states or governments under international convention or law.

Risks and mitigations

- 50. There is the potential risk that Council could lose influence in relationships with stakeholders, including central government, community leaders and key partners.

Disability and accessibility impact

- 51. Not applicable

Climate Change impact and considerations

- 52. Not applicable

Communications Plan

- 53. The outcome of the Notice of Motion will be publicly available on the WCC website.

Health and Safety Impact considered





- 54. Not applicable.

Ngā mahinga e whai ake nei | Next actions

- 55. Next actions will be determined by the options agreed by Council. This could range from doing nothing, through to recognising the State of Palestine, initiating a city-to-city

relationship with the city of Ramallah, and illuminating the Michael Fowler Centre with colours of the State of Palestine flag on 15 May 2024 (Nakba Day).

Attachments

Attachment 1.	Response from Ministry of Foreign Affairs and Trade  	Page 17
Attachment 2.	Notice of Motion  	Page 18

From: [REDACTED]
Sent: Tuesday, 6 June 2023 2:58 pm
To: [REDACTED]
Subject: MFAT response
[UNCLASSIFIED]

Kia ora [REDACTED]

Thank you very much for your email.

To provide context and assist your consideration, we provide further information on Aotearoa New Zealand's policy position regarding the Middle East Peace Process (MEPP). Aotearoa New Zealand pursues a principles-based approach to the MEPP.

The conflict between the Israelis and the Palestinians has remained fraught, highly politicised and unresolved for many years. Realising Palestinian statehood remains a particularly complex element of the conflict. Aotearoa New Zealand remains committed to supporting a two-state solution to the Israeli-Palestinian conflict, which envisions the creation of an independent State of Palestine living in peace and security alongside the State of Israel. We are keen to ensure that a solution to durable and lasting peace in the region can be achieved, and are mindful that communities around the world including in Aotearoa New Zealand also want to see this outcome.

Decisions surrounding political and legal matters of state recognition are the exclusive prerogative of the New Zealand Government under its foreign policy mandate. Statements made by local authorities surrounding recognition of other states do not constitute an act of recognition by New Zealand as local authorities do not hold those decision-making powers.

We have no comment on the Council's consideration of whether to form a Sister city relationship with Ramallah.

We wish Wellington City Council all the best in its consideration of this issue.

Ngā mihi



Middle East and Africa Division
New Zealand Ministry of Foreign Affairs & Trade | Manatū Aorere



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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

15 May 2023

File ref: N/A

Ms. Barbara McKerrow CEO
Wellington City Council
113 The Terrace
Te Aro
Wellington 6011

In accordance with Standing Orders 23.1 and 23.2, it is proposed to move the following motion at the meeting of the Council on the 29th of June 2023:

NOTICE OF MOTION



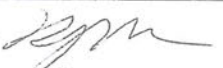




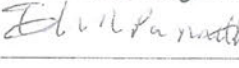
Whereas we, the undersigned, being sensible of the continuing challenges facing the Palestinian people, wishing sincerely to show solidarity and grow greater relations between the cities of Pōneke | Wellington and رام الله | Ramallah, and carrying the endorsement of his Excellency Izzat Abdulhadi, Ambassador of the State of Palestine to Australia, New Zealand, and the Pacific, and also the endorsement of his Worship Issa Kassis, Mayor of the City of Ramallah,

Do therefore present the following Notice of Motion:

That Te Kaunihera o Pōneke | The Wellington City Council:

1. Hereby recognise the State of Palestine.
2. Direct officers to begin an accord between Pōneke | Wellington and رام الله | The City of Ramallah, with the ultimate goal of establishing a Sister Cities Partnership and/or a Memorandum of Understanding.
3. Hereby request the illumination of the Michael Fowler Centre with the colours of the State of Palestine's Flag on the evening of 15 May 2024, from 18:00 until 22:00.

Signed this 15th Day of May, 2023:

Her Worship Tory Whanau, Mayor		Ray Chung, Councillor	
Nikau Wi Neera, Councillor (Mover)		Sarah Free, Councillor	
Tamatha Paul, Councillor (Seconder)		Rebecca Matthews, Councillor	
Laurie Foon, Deputy Mayor		Ben McNulty, Councillor	
Nureddin Abdurahman, Councillor		Teri O'Neill, Councillor	
John Apanowicz, Councillor		Iona Pannett, Councillor	
Tim Brown, Councillor		Tony Randle, Councillor	
Diane Calvert, Councillor		Nicola Young, Councillor	
Holden Hohaia, Pouwiwi		Liz Kelly, Pouwiwi	

Yours sincerely,

Nikau Wi Neera
Councillor for Te Whanganui-a-Tara Māori Ward
Ph: (+64) 223867164
Email: nikau.wineera@wcc.govt.nz

Wellington City Council

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NOTICE OF MOTION REGARDING LET'S GET WELLINGTON MOVING

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council (Council) responds to the notice of motion moved by Councillor Calvert and seconded by Councillor Brown and sets out the implications and risks associated with proceeding with this notice of motion.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☒ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☒ Fit-for-purpose community, creative and cultural spaces
- ☒ Accelerating zero-carbon and waste-free transition
- ☒ Strong partnerships with mana whenua

Relevant Previous decisions

There are a number of Council decisions relating to individual Let's Get Wellington Moving programmes and projects.

Decisions relating to the programme as a whole include:

- Approval of the Relationship and Funding Agreement (Strategy and Policy Committee – 11 December 2019).
- Let's Get Wellington Moving Programme Business Case (PBC).
- LGWM: Confirming programme objectives (Pūroro Āmua | Planning and Environment Committee – 24 June 2021).
- Let's Get Wellington Moving Programme Indicative Business Case (IBC).

Significance

The decision is **rated high significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- ☐ Nil ☐ Budgetary provision in Annual Plan / Long- ☒ Unbudgeted \$X

| term Plan |

2. Let's Get Wellington Moving has advised that approximately \$40 million of programme expenditure and contracts signed to date is attributable to Wellington City Council. If the Relationship and Funding Agreement were to be terminated, it is expected that there will be damages and costs payable to the other parties/ contractors. This explained further in this report.

Risk

| ☐ Low | ☐ Medium | ☒ High | ☐ Extreme

3. Withdrawal from the LGWM RFA will expose the Council to significant legal risk due to the significance of the decision, the lack of any substantive engagement with the community to date on this proposal, and the substantive departure from the Council's current plans and proposals.

Author	Ben Henderson, Chief Advisor to CIO
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Motion

In accordance with Standing Orders 23.1 and 23.2, it is proposed to move the following motion at the meeting of the Council on 29 June 2023:

That the Wellington City Council

Agree to declare no confidence in the Let's Get Wellington Moving (LGWM) programme.

Agree to withdraw from the LGWM programme's partnership's Relationship and Funding agreement endorsed by Wellington City Council on 12 December 2019.

This notice of motion was signed by the following elected members: Councillors Calvert (mover), Brown (seconder), Chung, Free, Randle and Young.

Whakarāpopoto | Executive Summary

4. Councillor Diane Calvert has proposed a notice of motion which has been received in accordance with the requirements of the Council's Standing Orders.
5. Withdrawing from the Relationship and Funding Agreement (RFA) will have the practical effect of terminating the Council's involvement in LGWM.
6. Officers do not support the motion. Through the programmes and projects of LGWM the Council can deliver on multiple strategic priorities, specifically those around affordable housing, provision of a resilient and reliable transport network and accelerating a zero carbon transition.
7. No consultation has occurred with the community on the proposal that WCC exit from LGWM. Officers are of the view that by withdrawing from the Programme as proposed by this notice of motion without consultation with the community, Wellington City Council will be subject to significant legal risk, given the process undertaken. There are also significant financial implications.

Takenga mai | Background

8. The notice of motion has been received in accordance with the Council's Standing Orders. The notice of motion together with its signatories is appended to this report as Attachment 1.
9. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 30 May 2023 and was signed by six of the 16 elected members.
10. Standing Order 23.5 states that a notice of motion may be altered only by the mover with the agreement of a majority at the meeting. Once moved and seconded, no amendments may be made.

Kōrerorero | Discussion

11. An environmentally friendly, climate resilient city with affordable housing, an efficient public transport system and a revitalised central city is a future our residents are asking for and it is the direction that has been set by the Council through multiple strategies and policies.
12. LGWM plays a key role to deliver on this future – the notice of motion, if passed, will add significant delay, cost and risk to our ability to deliver these outcomes.
13. Given the significance of this matter, it is strongly recommended that consultation occur prior to a decision on whether to terminate WCC's role in the LGWM programme. Making a decision to withdraw from the RFA, as drafted in the proposed notice of motion, will expose the Council to significant legal risk due to the significance of the decision, the lack of any substantive engagement with the community to date on this proposal, and the substantive departure from the Council's current plans and proposals.
14. Added to the above risk, there are numerous other reasons why Wellington City Council should continue to support LGWM and remain a member of the partnership's Relationship and Funding Agreement. These include:
 - Value of the benefits our city will derive from delivering LGWM.
 - Views of the community.
 - Giving effect to the strategic direction set by the Council.
 - Contractual obligations and associated financial implications.
15. Ultimately, addressing the consequences of not undertaking LGWM – a city with a less efficient public transport system, which produces higher emissions, and which continues to have a constrained housing market – would require alternative solutions to be identified, designed, consulted on and delivered. This would only add more time, complexity, cost and uncertainty for residents and businesses.

What LGWM is delivering for Wellington

16. The LGWM programme will deliver significant benefits to our city's residents, businesses, and the environment through its delivery of the transformational programme as well as the Golden Mile, Thorndon Quay Hutt Road and City Streets projects.

The Golden Mile

17. Following consultation, the Single Stage Business Case (SSBC) for the Golden Mile was approved by the Council at the Wednesday 27 October 2021 Pūroro Āmua | Planning and Environment Committee. Further targeted engagement with businesses was undertaken in February and March 2022, followed by public engagement on the detailed design in July and August 2022¹. In April and May 2023, there was consultation on the related traffic resolutions with stakeholders and the wider public.

¹ [Developed Design Engagement Report – Golden Mile 2022 mid-year engagement](#)

The funding and traffic resolutions to enable this project are subject for approval at the same meeting as this notice of motion.

18. The status of the contracts for Golden Mile are:
 - site investigative works contract which will be executed by the time this paper is considered.
 - contracts for Early Contractor Involvement have been executed and works are ongoing.
 - contract for the main contract is progressing – yet to be signed.
19. Under all of these contracts WCC is the principal, meaning that, if the notice of motion is passed by Council, the implications of any termination will need to be considered carefully by the parties, including whether the contracts will be assigned to another of the LGWM partners so that the project can continue, or whether costs and damages are payable. This is discussed further below.
20. Transforming the Golden Mile will deliver positive benefits for pedestrians, residents and public transport users. Pedestrians will experience widened footpaths, more space for bikes and scooters, and a more efficient central city bus network. Getting to and travelling along the Golden Mile will also see noticeable improvement for the city's bus network and for active modes of transport.
21. The benefits, as outlined in the SSBC include pedestrian travel time, crash reduction and pedestrian realm benefits. For the Golden Mile alone, the value of the net benefits LGWM will deliver is \$570 million, with a Benefit Cost Ratio (BCR) estimated at 5.2.
22. In addition to these benefits are those benefits not included in the BCR calculation, which are expected to be significant and include greater lease demand and favourable lease terms, lower vacancy rates and increased rent appreciation and property values driven by increased economic activity².

Thorndon Quay Hutt Road

23. The Thorndon Quay Hutt Road (TQHR) SSBC was approved by the Council on 24 February 2022. Consultation on the traffic resolution to enable the Thorndon Quay changes was undertaken in November and December 2022. At the time of writing this report, the traffic resolutions for Thorndon Quay will be brought to committee in August 2023.
24. The construction contract for TQHR has been executed with WCC as the principal to the contract. The first stage of the works (relating to Aotea Quay roundabout) is underway with detail and scope of the second and third stages being negotiated currently. As WCC is the principal, the implications of any termination will need to be considered carefully by the parties, including whether the contracts will be assigned to another of the LGWM partners, or whether the contracts will need to be terminated – which may possibly expose WCC to claims for damages by the contractor. Additional information is included further below in this report.
25. In addition, WCC has entered into a conditional contract for the purchase of land from KiwiRail required for the Aotea Quay roundabout. It is most likely that this contract would continue, irrespective of the termination of WCC's participation in the RFA.

² [Golden Mile Retail Impact Assessment. December 2020.](#)

City Streets

26. The City Streets package is delivering improved connections for people on buses, bikes or walking on key routes between the central city and suburban centres. These projects incorporate earlier work from the 2019 Bus Priority Action Plan and are helping to complete the city's Paneke Pōneke cycleway network.
27. The Indicative Business Case for City Streets was approved by the Council on 25 August 2021.
28. The City Streets package contains a number of projects:

Project	Status
Targeted improvements	In progress
Bowen Street	In progress
CBD to Miramar	In progress
Johnsonville and Ngā Ūranga	In progress
Taranaki, Wallace and John Streets	In progress
Featherston Street	In progress
Hamilton Road to Shelly Bay Road	Project paused
Multi-modal network plan	In progress
South-west CBD	In progress
Taranaki Street (north).	In progress

29. Officers are proposing (via the Golden Mile, TQHR Funding paper being presented to Council the same day as this report) that additional proposed costs for TQHR and Golden Mile are approved from within existing budgets. If this approval is provided the programme will carry out a reprioritisation process for City Streets projects.

The Transformational Programme

30. Wellington needs a step change in how we move around the city and region. As such we need to improve our active transport infrastructure, and investment is needed in our public transport corridors to improve travel times and reliability for our city's buses to meet the demands of a growing city.
31. With 50,000-80,000 more people moving to Wellington City in the next thirty years if we do not achieve this step change, by providing more efficient and convenient ways to move around the city without a private motor vehicle, our city will face significant congestion and network capacity issues.
32. At the same time Wellington City faces significant housing affordability issues and needs to catalyse more urban development in order to increase housing supply, particularly along key transport corridors.
33. The LGWM Transformational Programme will deliver mass rapid transport for Wellington. In July 2022, the LGWM partners identified a preferred option for mass rapid transit in Wellington – this being Option 1 which includes light rail to the South, a second Mt Victoria tunnel, and improvements at the Basin Reserve

34. The indicative business case on which the decision was made to select option 1 to proceed to detailed business identified a number of benefits Wellington's residents, businesses, and environment would experience³.
35. The detailed business case (DBC) is currently being completed. It is anticipated that the DBC will be completed in 2024 and this will come to Council for approval.
36. Officers intend to recommend to the Council that the costs of the LGWM Transformational Program be included in Council's 2024-34 LTP based on the costs included in the IBC, with an LTP amendment to follow once the DBC is complete.

Transforming the central city through LGWM

37. The central city, and the Golden Mile in particular, is the key enabler for Wellington's transport system and economy, and is considered the heart and soul of our city – the magnitude of its importance to Wellington is demonstrated by the Golden Mile having the highest pedestrian volumes in New Zealand⁴.
38. Undertaking significant transformation to the public realm in the central city will foster greater foot traffic, and enhance shop-front access through footpath widening and improvements to the public realm. It will also see bus transport prioritised along the route.
39. While concerns about the impacts of transformational change are understandable, New Zealand research has demonstrated the positive value of transport network and public realm improvement initiatives for cities, and these local findings are corroborated by similar findings internationally. For example, in Auckland, the 2020 Milford Bus Stop Upgrade undertaken by Auckland Transport increased bus passengers to Milford Shopping Centre from 350 to 4,000 per month as a result of the service changes; of these passengers, approximately 46% make a purchase at the centre with an average spend of \$20.03 – while spending per person may be stable, the volume of people accessing and spending money at the businesses located in the shopping centre has increased significantly⁵.
40. Here in Wellington, the public realm improvements to Cuba Street, including pedestrianisation, saw gains in rental incomes and capital values, accompanied by increased pedestrian counts and an overall revival of economic activity in the area⁶. Also genuine concerns around greater pedestrianisation having a negative impact on businesses were not realised.

Views of the community⁷

41. The most recent engagement with the community concerning the direction of our city has been through developing the early stages of the 2024-34 Long-term Plan. Through this, the Council has engaged with the community to understand the importance that Wellington's residents place on the draft priorities identified by the Council and officers

³ [LGWM Preferred Programme Options Report June 2022](#).

⁴ [Golden Mile Retail Impact Assessment. December 2020](#).

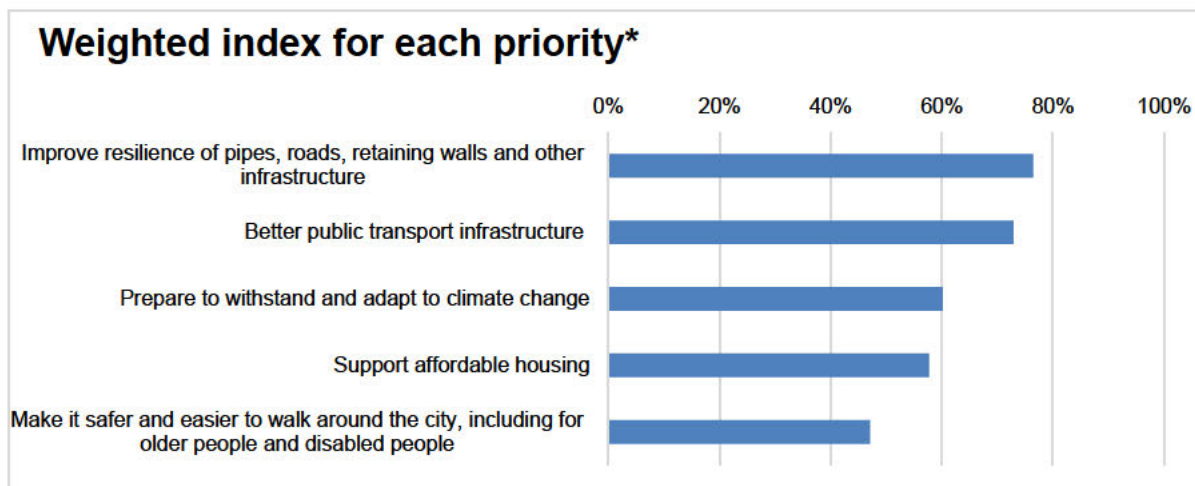
⁵ Ibid.

⁶ Ibid.

⁷ LTP Priorities Engagement Presentation 2024-34

in setting the 2024-34 LTP's outcomes and priorities. Over 3,100 people were engaged in person and online.

42. As a part of this engagement process, a long list of priorities were shared with the community. The below graph provides a snapshot of the top five weighted priorities as identified by those engaged.



*100% indicates max points (i.e. a 'top 5' selection on every board – total 62 boards). top 5 = 5 points, second 5 = 3 points, ongoing = 1 point

Graph 1 source: LTP Priorities Engagement Presentation 2024-34

43. When considering the engagement results alongside the core objectives of LGWM - the public transport network, improving the resilience of infrastructure, enhancing the network for active modes of transport, as well as enabling housing densification along the southern MRT route – we can see a high correlation between priorities people see as urgent and the intended outcomes of LGWM. Added to this, by providing a more efficient transport network and enabling greater uptake in active, low-emission transport options, the changes LGWM will deliver will also support our city's residents to respond to climate change by decreasing our city, and by extension our region's, carbon emissions footprint.
44. In the 2020 engagement on the Golden Mile, 660 people provided feedback with another 250 comments posted on social media. The most common pieces of feedback provided were⁸:
- Remove private vehicles from the Golden Mile entirely [around 240 or 25% of comments]
 - Increased bus priority [around 130 or 13% of comments]
 - More cycle lanes [around 120 or 12% of comments]
 - Closure of streets adjacent to the Golden Mile and slip roads [around 90 or 9% of comments]
 - Remove bikes and e-scooters from Golden Mile footpaths [around 80 or 8% of comments]

⁸ [Golden Mile Engagement Report – March 2020](#).

- Reduce footpath overcrowding and footpath clutter [around 70 or 7% of comments]
 - Remove private vehicles some of the time (e.g. peak only) [around 50 or 5% of comments].
45. This feedback supported many of the design elements proposed by the programme, including footpath widening, removal of private vehicle access, closure of adjacent streets and slip roads, and bus priority.
46. The public was also invited to give feedback on the four MRT options, with 5,692 submissions being received through the engagement process in late 2021.
47. Six themes emerged through the feedback:
- Quality urban growth and development.
 - Better environmental, carbon, social and liveability outcomes.
 - Quality public transport.
 - Timeframe, cost and construction disruption.
 - Cyclist/ scooter-friendly and walkable city.
 - Access for private vehicles and parking.
48. Respondents demonstrated an appetite for making MRT happen sooner while delivering the best value and ensuring the public transport system design is done once and done right.

Alignment with the Council's strategic direction

49. The 2021-31 Long-term Plan sets a clear vision for the city – "Wellington 2040 – an inclusive, sustainable and creative capital for people to live, work and play".
50. To enable this vision, six priority objectives were set:
- A functioning, resilient and reliable three waters infrastructure
 - Wellington has affordable, resilient and safe housing
 - The city's core transport infrastructure is a safe, resilient, reliable network
 - The city has resilient and fit-for-purpose community, creative and cultural spaces
 - An accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua.
51. While there are multiple initiatives and work programmes underway to give effect to this future vision and to deliver on the above priority objectives, Let's Get Wellington Moving is currently the key transformative programme through which much of this vision will come to fruition.
52. Officers also note that the benefits of delivering the Programme and its projects supports many other strategies and policies of the Council and our regional and national partners.

LGWM programme objectives	STRONG
Golden Mile investment objectives (see below for further discussion)	STRONG
Government Policy Statement on Land Transport 2021	STRONG
Arakai – Waka Kotahi's 10 year plan	STRONG
Waka Kotahi New Zealand Transport Agency Road to Zero 2020 – 2030	MODERATE
Wellington Regional Land Transport Plan 2021	STRONG
Wellington Regional Public Transport Plan	STRONG
Greater Wellington Regional Council Long Term Plan 2021 – 31	STRONG
Wellington Regional Growth Framework	MODERATE
Wellington Urban Growth Plan 2014 – 2043	STRONG
Our City Tomorrow: Spatial Plan for Wellington City	STRONG
Wellington Towards 2040: Smart Capital	STRONG
Te Atakura First to Zero: Wellington City's Zero Carbon Implementation Plan 2020 – 2030	STRONG
Wellington City Council (WCC) Long Term Plan 2021-31	STRONG
WCC Walking Policy 2008	STRONG
WCC Parking Policy 2020	STRONG
Pōneke Promise	TBC
WCC Fossil Fuel Free Central City by 2025	TBC

Table 2 source: LGWM Golden Mile Single Stage Business Case November 2021

Contractual and financial obligations

53. The Relationship and Funding Agreement (RFA) was endorsed by Council in 2019 and sets the contractual framework for the relationship between Council, GWRC and Waka Kotahi.

54. The RFA sets out the process that must be followed if a party wishes to terminate their participation in the Agreement. A minimum of three months written notice must be given and the parties must act on a no surprises basis. WCC must meet with the other parties to discuss which (if any) projects will continue under the RFA and how any transition to the other parties will occur.
55. If WCC terminated its participation in the RFA it would be required to pay extensive termination costs. These include:
- *WCC's full share of the costs associated with any project contracts that were in force as at the effective date of WCC's withdrawal, until those projects come to an end. A summary of the current projects is set out below. WCC's share is currently estimated at \$14m. In addition to this funding share WCC may be liable for its share of any other costs associated with these projects (such as costs of the project office)*
 - *Any costs incurred by the parties as a result of WCC's termination – these costs are extensive and could include damages. Given the uncertainties surrounding what costs would be applicable if WCC terminated, and whether the other parties would negotiate on those costs, it is not possible to give an exact estimate of the sums that would be payable by WCC. However, the provisions are drafted broadly and could include a wide range of costs. The exact wording of the clause is included below:*
 - **14.4 Ongoing liability of terminating party:** *Unless otherwise agreed by the parties, the terminating party will be liable to cover:*
 - *(a) on an ongoing basis, its Funding Share and contribution of other monies (calculated in accordance with clauses 7 and 8) for any costs, expenses, claims, liabilities, losses or damages incurred under or in relation to any Project Contracts in force at the date of the terminating party's withdrawal for the period from the date of the terminating party's withdrawal until completion, expiry or termination;*
 - *(b) the full amounts of any costs, claims, liabilities or damages incurred by the other parties in relation to this agreement or under any Project Contract arising from the terminating party's withdrawal, including:*
 - *(i) any costs relating to or arising from the termination or assignment of any Project Contracts where the termination is the Principal;*
 - *(ii) any costs reasonably incurred by the other parties in making alternative arrangements to ensure continued performance of the roles and responsibilities previously assigned to the terminating party under this Agreement;*
 - *(iii) any other amounts due to be paid prior to the date of the termination in accordance with this agreement;*
 - *(iv) any additional costs reasonably required to ensure sufficient resourcing of the Project Office following the terminating party's withdrawal;*
 - *(v) any reasonable costs relating to any required variations of a Project Contract as a result of the terminating party's withdrawal; and*
 - *(vi) any other costs incurred by the other parties that the LGWM Board reasonably determines are directly attributable to the withdrawal of the terminating party.*

Current Projects as at June 2023 and likely costs on termination

56. LGWM have advised that, as at end of May the Programme had spent \$106 million of which \$26 million is attributable to WCC.
57. In addition, there is approximately \$30 million of committed contract spend, which under the Waka Kotahi 49% funding assistance rates (FAR) split would be a WCC contribution of \$14 million.
58. These costs relate to the following projects:
- TQHR Stage 1 (Aotea Quay).
 - TQHR Early Contractor Involvement (ECI) contract .
 - Golden Mile ECI and Investigative Works contract.
 - City Streets Tranche 1 contract.
 - Transformational Program Detailed Business Case contract.
59. The actual amounts will depend on the outcomes agreed by the parties if termination proceeds.
60. These costs do not include any damages or other costs payable to the other parties/contractors in the event of termination. These costs are not currently quantifiable given the uncertainties set out above.
61. WCC's current anticipated share of spend if the notice of motion does not pass and LGWM continues is around \$209 million.

Kōwhiringa | Options

62. There are two options available to Council:
- (a) Support the notice of motion as it is submitted
 - (b) Do not support the notice of motion. This is the recommended option.

Summary of the positive and negative outcomes of supporting the notice of motion

63. Positive outcomes for option A could include:
- delaying or ending the delivery of LGWM projects and programmes may reduce disruption to the city as there will be less significant construction across the city as a result.
 - potential relief for both resourcing and cost pressures on the Council organisation and enabling resources to be re-distributed.
 - potential relief for the local construction sector to focus resources on other public and private projects and developments.
64. Negative outcomes resulting from option A could include:
- significant inconsistency with WCC policies.

- significant constraints on our ability to meet the strategic objectives set by the Council.
- the loss of value of the considerable amount of work and resource that has gone into developing the programme since 2019.
- a lost opportunity to build capacity and capability in our local construction sector and the economic benefits that flow from significant construction projects.
- foregoing the significant benefits attributable to the programme, including economic growth, urban amenity and directly attributed transport related benefits.
- a lost opportunity to, within the next few years, implement wholesale improvements to the city's public transport corridors to improve travel times and reliability for our city's buses and to meet the demands of a growing city.
- constraints on our ability to address the housing affordability challenges facing our city. Through the urban development components of the LGWM Transformational Programme we will be able to catalyse housing supply along the MRT corridor. International experience clearly shows the transformational impact of MRT, in particular light rail, on delivering significant urban development outcomes.
- a risk that no realistic alternatives to LGWM have been proposed which would achieve the step change required to meet Council's objectives.
- the other programme partners will suspend their commitment to the programme, including their financial commitments, beyond what is already contracted. Should Council subsequently want to deliver any of the LGWM projects separately from the programme itself, it may not benefit from the significant financial support provided by the other partners, particularly Waka Kotahi's contribution. This would be especially felt if an MRT solution was pursued solely by the Council as the Crown has currently committed to funding 70% of this through the LGWM programme.
- relationship damage with LGWM partners or contractors which may successful future joint venture/ contractual arrangements.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

65. As set out in this paper, the LGWM programme is strongly aligned with Council's strategies and policies
66. Continuing with LGWM is consistent with a number of our policies. Conversely, withdrawing from LGWM and the projects comprising it, is likely to have consequences that are significantly inconsistent with a range of WCC policies. Highlighted below are some of the more significant inconsistencies officers have identified.:

Te Atakura – First to Zero

67. Te Atakura – First to Zero is a blueprint to make Wellington City a zero carbon capital (net zero emissions) by 2050. Let's Get Wellington Moving is enabling mode shift and greater urban density in the heart of the city and providing improved transport options,

the outcomes of which are critical to the success of Te Atakura – First to Zero. By withdrawing from LGWM, Council will not have a realistic plan in place to achieve these goals.

Paneke Pōneke Bike Network Plan and Wellington Bus Priority Action Plan

68. A key aim of LGWM is to move more people with fewer vehicles as well as create a more compact and sustainable city. LGWM is delivering most of the bike and bus network improvements through both the transitional and transformational programmes in an integrated manner.

WCC 2021-31 Long-term Plan (LTP)

69. Through the 2021-31 LTP, the Council has committed \$283m for improvements on Thorndon Quay and Hutt Rd and the Golden Mile, as well as several pedestrian, cycling, public transport and amenity improvements across the city. The delivery of this is key to meeting priority objective six of the LTP – the city's core transport infrastructure is a safe, resilient, reliable network.

70. *Housing Action Plan*

71. The Wellington City Council Housing Strategy (Strategy) was adopted in June 2018, setting the housing outcomes and vision for the next ten years. The Strategy has a long-term focus, and the Housing Action Plans (Action Plan) set the short to medium-term priorities and tangible actions to deliver on that Strategy. Let's Get Wellington Moving, and its urban development components in particular, are key enablers of this action plan.

72. The below table lists the core strategies and policies which would be impacted if the notice of motion is passed.

WCC strategies and policies
Wellington Regional Growth Framework
Wellington Urban Growth Plan 2014 – 2043
Our City Tomorrow: Spatial Plan for Wellington City
Wellington Towards 2040: Smart Capital
Te Atakura First to Zero: Wellington City's Zero Carbon Implementation Plan 2020 – 2030
Wellington City Council (WCC) Long Term Plan 2021-31
WCC Walking Policy 2008
WCC Parking Policy 2020
Pōneke Promise
WCC Fossil Fuel Free Central City by 2025

73. If Council withdrew from LGWM and the projects, these plans and policies will likely need a full-scale review and reassessment to understand how Council could continue to meet its objectives without LGWM.

Engagement and Consultation

74. Officers strongly recommend that consultation be undertaken prior to making a decision to withdraw from the RFA.
75. Under the Local Government Act, when making a significant decision Council must ensure before that decision is made, that the applicable decision-making provisions (sections 77, 78, 80, 81, and 82) have been followed.
76. Section 77 requires Council to identify all of the reasonably practicable options for the achievement of the objective of the decision and assess those options in terms of their advantages and disadvantages. Under the notice of motion as proposed, Councillors are faced with a binary option – to support or not to support. While it is likely that further options could be available that would achieve Council's objectives (such as alternative delivery modes), alternatives are not within the scope of the notice as it has been proposed.
77. Under section 78 Council must also, in the course of its decision-making process, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.
78. Council and LGWM have consulted extensively to date on the individual LGWM projects, however no formal consultation has occurred with the community which envisages a complete withdrawal from the LGWM program, which is the direct implication of withdrawing from the RFA.
79. Under the LGA, Council can exercise its discretion about how to achieve compliance with s77 and 78 – this must be in proportion with the significance of the decision.
80. Further, in forming a judgement about the application of these legal principles, there are a number of matters Councillors must consider:
- Significance of the decision.
 - Accordance with principles of Local Government Act.
 - Extent of Council's resources.
 - Scope or opportunity to consider a range of views or preferences.

Matter one – significance of the decision

81. The first is the significance of the decision. Terminating the RFA (and thereby effectively exiting LGWM and its projects) is a decision of high significance in terms of the Council's Significance and Engagement Policy. This is because, LGWM has significant capital expenditure, a high level of public interest, and ultimately is intended to transform how the Council performs a significant activity. Further, LGWM is strongly aligned with Council's policies and strategies – withdrawal from LGWM and its projects would require a significant revision of Council policies, to ascertain how Council could meet its strategies and objectives.

Matter two – accordance with principles of Local Government Act

82. The second matter the Council must consider is acting consistently with the principles set out under section 14 of the Act. Councillors can consider all principles, but the following are most relevant:
- When making a decision, a local authority should take account of the interests of future as well as current communities. The Wellington region continues to grow, and the population is forecast to grow by 75,000 residents over the next 30 years. During this time, the city's population is expected to increase by approximately 14 per cent or 30,000 people. A large proportion of this population and employment growth will be accommodated in the central city. It is expected that the demand for public transport will grow by approximately 50 percent.
 - A local authority should actively seek to collaborate and co-operate with other local authorities and bodies to improve the effectiveness and efficiency with which it achieves its identified priorities and desired outcomes. LGWM as a partnership with GWRC and Waka Kotahi, promotes collaboration and cooperation between these entities to promote social and economic benefits across the Wellington region.
 - The Council should make itself aware of, and should have regard to, the views of all of its communities. The Council should take account of the interests of future as well as current communities. The Council already has a good idea of the views and preferences of its communities relating to the individual LGWM projects from the consultation undertaken to date. However, no consultation has envisaged a complete withdrawal of all of the LGWM projects or provided any alternatives for the community to consider which would obtain the same objective and benefits.
 - In taking a sustainable development approach, the Council should take into account the social, economic, and cultural well-being of people and communities, the need to maintain and enhance the quality of the environment, and the reasonably foreseeable needs of future generations.

Matter three – extent of Council's resources

83. The third matter that the Council must consider is the extent of the Council's resources. This consideration includes whether the Council has the resources available to undertake further consultation.

Matter four – scope or opportunity to consider a range of views or preferences

84. The fourth matter is the extent to which the nature of the decision, or the circumstances in which it is taken, allow the Council scope and opportunity to consider a range of

options or the views and preferences of other persons. As set out above, while Council has engaged extensively on individual projects, no consultation has yet occurred in relation to withdrawing from LGWM as a whole, and thereby terminating WCC's involvement in those projects.

85. Officers recommend that the Long-Term Plan is the forum by which Council should determine whether the Transformational Program of LGWM should continue. It is through LTP consultation that Councils formally consult with the community on the affordability and trade-offs of different options facing the city. Officers' recommendation will be to include the indicative costs of LGWM into the 2024-34 LTP, with an amendment to come after the finalisation of the Detailed Business Case for the

Implications for Māori

86. The LGWM Programme partners closely with Ngāti Toa and Taranaki Whanui to support strong, enduring Mana Whenua Partnerships. LGWM is guided by Mana Whenua representatives on the LGWM Governance Reference Group and supported by 'Te Piringa' Iwi Partnerships Group, comprising of local iwi expert representatives who meet regularly to provide advisory support.

Financial implications

87. LGWM have advised that, as at end of May the Programme had spent \$106 million of which \$26 million was attributable to WCC. In addition, there is \$30 million of committed contract spend, which under the Waka Kotahi 49% funding assistance rates (FAR) split would be a WCC contribution of \$14 million.
88. Another important financial implication to consider is that, if WCC were to withdraw from the RFA, it would most likely prompt the other partners to suspend their commitment to the programme, including their financial commitments, beyond what is already contracted. What this may mean for WCC is, were the Council wanting to deliver LGWM projects separately from the programme itself, it may not benefit from the significant financial support provided by the other partners, particularly Waka Kotahi's contribution. This would be especially felt if an MRT solution was pursued solely by the Council as the Crown has currently committed to funding 70% of this through the LGWM programme.

Legal considerations

Risk of making decision without consultation

89. As currently drafted, the notice of motion does not envisage consultation on the effective termination of WCC's involvement in LGWM. Officers recommend, and it is standard practice for WCC that, in matters of high significance such as this, consultation occurs prior to the decision. Accordingly, there is some legal risk associated with this decision irrespective of whether the motion is passed or not without undertaking consultation.
90. However, judicial review risk significantly increases if the Council resolved to support the notice of motion, which would have the effect of terminating WCC's participation in the RFA and therefore its involvement in LGWM. This is because there has been no engagement with the community to date on whether Council should exit the LGWM programme as a whole, and because the inherent inconsistencies and misalignment with our policies, strategies and objectives that would result from a withdrawal, given how integral the LGWM projects are to those policies, strategies and objectives.

Considerations for decision making in other papers

91. Given that this notice of motion is the first of three LGWM papers at this meeting, one of which includes a traffic resolution paper in exercise of Council's functions as Road Controlling Authority, it is important that Councillors are aware of the importance of remaining impartial and of approaching decision making in each of the papers with an open mind, despite the wider views that each Councillor may hold on LGWM.
92. Officers recommend that Councillors are conscious of the strength of their statements before or during the deliberation of this paper (either for or against LGWM) to manage risk of bias or predetermination. This does not mean that Councillors cannot or should not have and express their views, but rather that they need to be open to the possibility that their mind can be changed, depending on facts and context.

Risks and mitigations

93. As noted previously in this report, deciding to withdraw from the RFA, as drafted in the proposed notice of motion, will expose the Council to significant legal risk due to the significance of the decision, the lack of any substantive engagement with the community to date on this proposal, and the substantive departure from the Council's current plans and proposals.
94. The key mitigation to this risk would be undertaking consultation prior to a decision on whether to terminate WCC's role in the LGWM programme.

Disability and accessibility impact

95. One of the twelve LGWM principles (which support the programme objectives) is accessibility, health and safety. Through this, the Programme's outcomes aim to be socially inclusive and recognise the personal safety, access and health needs of all. In practice, this looks like a transport system that meets the varied access needs of people of all demographics across the region, wherever they need to travel.

Climate Change impact and considerations

96. If this notice of motion were to go ahead, it risks significantly delaying Wellington City meeting the goals set by Te Atakura – First to Zero, particularly decarbonising our city's transport system.

Communications Plan

97. The LGWM programme undertakes regular communications and engagement with the community and programme stakeholders. If the notice of motion is passed, the community need to be informed of the impacts of this decision and any intended next steps.
98. As noted previously in this report, given the significance of this matter, it is strongly recommended that consultation occur prior to a decision on whether to terminate WCC's role in the LGWM programme.

Health and Safety Impact considered

99. One of the LGWM programme's objectives is ensuring that it is safer and easier to move around Wellington. As alternative solutions to LGWM are yet to be identified, the

city would miss out on the safety benefits of delivering LGWM's programmes and projects which include crash injury reductions and multi-modal safety improvements.

Ngā mahinga e whai ake nei | Next actions

100. If the notice of motion is passed requiring that WCC withdraw from the RFA, officers will give notice to the other parties of Council's termination from the RFA. The parties will then discuss next steps, including whether the other parties wish to continue the LGWM projects, and any costs payable by WCC. Officers will report to Council on the outcome of these negotiations.
101. If the notice of motion is not passed, Council will continue with the LGWM projects and programme as planned.

Attachments

Attachment 1. Signed Notice of Motion regarding Let's Get Wellington Moving Page 38




Wellington City Council - Notice of Motion

To

Ms Barbara McKerrow
Chief Executive
Wellington City Council
113 The Terrace, Te Aro
Wellington 6011

Moved by - Cllr Diane Calvert


Seconded by - Cllr Tim Brown


From Councillors Brown, Calvert, Chung, Free, Randle and Young

Background

A collective of Wellington City Council elected members wish to record formally that it has lost confidence in the **Let's Get Wellington Moving** Programme. This loss in confidence includes (but not limited to) its governance and accountability structure, the scope and scale of the work, ability to deliver on budget, the sequencing of work and its affordability for the three partners: Wellington City Council, Greater Wellington Regional Council and Waka Kotahi (New Zealand Transport Agency).

Notice of Motion

In accordance with Standing Orders 23.1 and 23.2, it is proposed to move the following motion at the meeting of the Council on the 29th of June 2023:

That Wellington City Council

1. Agree to declare no confidence in the Let's Get Wellington Moving (LGWM) programme.
2. Agree to withdraw from the LGWM programme's partnership's Relationship and Funding agreement endorsed by Wellington City Council on 12 December 2019.

Signed this day of 30th May 2023 by

Name	Signature
Cllr Tim Brown	
Cllr Diane Calvert	
Cllr Ray Chung	
Cllr Sarah Free	
Cllr Tony Randle	
Cllr Nicola Young	

LET'S GET WELLINGTON MOVING: GOLDEN MILE AND THORNDON QUAY/HUTT ROAD FUNDING.

Kōrero taunaki | Summary of considerations

Purpose

1. This report to **Te Kaunihera o Pōneke | Council** seeks approval to approve project budgets for Golden Mile and the Thorndon Quay Hutt Road projects and reprioritise existing LTP funding.
2. Partner approval from Wellington City Council is required before seeking approval from the Waka Kotahi Board to release funding from the national land transport fund for the implementation phases.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☒ Fit-for-purpose community, creative and cultural spaces
- ☒ Accelerating zero-carbon and waste-free transition
- ☒ Strong partnerships with mana whenua

Relevant Previous decisions

Let's Get Wellington Moving Programme Business Case (PBC)

25 August 2021 Planning and Environment Committee – City Streets Indicative Business Case

27 October 2021 Planning and Environment Committee – Golden Mile Single Stage Business Case

Let's Get Wellington Moving Programme Indicative Business Case (IBC)

24 February 2022 Thorndon Quay Hutt Road Single Stage Business Case

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

The Golden Mile project itself and the decision to adopt Traffic Resolutions for the Golden Mile are both deemed to be of high significance. This decision however relates to an increase in funding for the Golden Mile and TQHR projects without any additional financial burden on the ratepayer as it is proposed that the increase

in costs will funded by reprioritising within existing LTP budgets.

Financial considerations

☐ Nil

☒ Budgetary provision in Annual Plan /
Long-term Plan

☐ Unbudgeted \$X

Risk

☐ Low

☒ Medium

☐ High

☐ Extreme

Authors	Moana Mackey, Chief Advisor to Chief Planning Officer, Partner Lead Let's Get Wellington Moving Beth Keightley, General Counsel
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Te Kaunihera o Pōneke | Council:

1. Receive the information.
2. Approve the Golden Mile funding at P95 of \$139.4 million of which the WCC share is \$67.53 million.
3. Approve the Thorndon Quay Hutt Road funding at P95 of \$93.6 million of which the WCC share is \$45.2 million.
4. Note that certain further decisions will be referred to Council (or Committee as appropriate) including land purchase where required.
5. Note that Wellington City Council's share of costs to undertake these works will be met by reprioritising existing funding within the LTP which is currently earmarked for City Streets projects. Future decisions about City Streets will be brought to Council for approval in due course.

Whakarāpopoto | Executive Summary

3. This report to Te Kaunihera o Pōneke | Council seeks approval for an increase in funding of the Golden Mile and the Thorndon Quay Hutt Road Projects.
4. Partner approval from Wellington City Council is required before seeking approval from the Waka Kotahi Board to release funding from the national land transport fund for the implementation phases.
5. Golden Mile (GM), together with Thorndon Quay Hutt Road (TQHR) are pivotal components of the LGWM Transitional Programme, preparing the city for mass rapid transport and moving towards the overarching goal of moving more people with fewer vehicles, taking action on climate change, and making the central city more liveable and accessible to all. To that end, both are priorities for funding and can be viewed as a package.
6. The benefits of the Golden Mile project have been recalculated (using Waka Kotahi's April 2023 updated Monetised Benefits and Costs Manual) at \$706m. At P50 the net benefits are calculated at \$572m with a BCR of 5.2.
7. The design has been costed and the estimated costs for the Golden Mile are 50% certainty (P50) at \$129.9m and at 95% certainty (P95) at \$139.4m. This P50 is \$34m higher than that included in the Single Stage Business Case (SSBC) and the P95 is \$27m higher. The design for Golden Mile is expected to be 100% complete by October 2023. Construction preparatory works can be undertaken from September 2023 to prepare for main construction in 2024.
8. TQHR is at 100% design and cost estimates have been received from the construction provider. Benefits have been recalculated at \$215m. At P50 the net benefits are calculated at \$119m with a BCR of 2.4.
9. The LGWM City Streets programme sit alongside the Golden Mile and TQHR as part of the Transitional Programme. The City Streets programme aims to increase the uptake of active and public transport, through the delivery of the Pāneke Pāneke Bike Network Plan and the Bus Priority Action Plan, as well as prepare the city for MRT by ensuring travel choices are available during construction of these major system upgrades.

10. Given the cost increases for Golden Mile and TQHR, it is recommended that projects within the City Streets programme are reprioritised so as to remain within the overall programme budget. It is proposed that the City Streets' SSBCs be completed for all projects after which time this prioritisation process can be undertaken.
11. Any deferral of City Streets projects will aim to prioritise:
 - improvements on central city corridors to facilitate management of construction disruption resulting from MRT implementation, and
 - projects that have strong linkages to the wider Wellington City Council Paneke Pōneke priorities and the Bus Priority Action Plan.
12. In the Indicative Business Case (IBC), the overall City Streets package had a BCR of 2.4, being estimated benefits of circa \$680 million. It is too early to identify the impact of any deferrals on the value of these benefits as the IBC were costed as a package.
13. At this stage, although there will be benefits displaced due to deferral of identified City Streets projects, these impacts are minimised through a focus on retaining the linkages to the Wellington City Council Paneke Pōneke and Wellington Bus Priority Action Plan.

Takenga mai | Background

14. Let's Get Wellington Moving's wider Programme is focussed on moving more people with fewer vehicles by developing interventions which support mode shift, catalyse housing development, and delivers on the region's priorities around safety, accessibility, climate change, and quality urban development.
15. The Wellington region is home to almost 500,000 people. Of those, 200,000 or 40% live in Wellington city and it is expected that over the next 30 years 50,000 – 80,000 more people will call it home. Wellington also services the wider region, with the CBD employment share expected to grow by another 22,000 – 31,000 jobs over the same period.
16. LGWM is a joint initiative between the Government, Wellington City Council (WCC), Greater Wellington Regional Council (GWRC) and the Waka Kotahi/New Zealand Transport Agency (NZTA), together with Mana Whenua partners Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa.
17. LGWM has followed an engagement-led approach, starting in 2016 with a conversation with the community about the city's transport challenges, attracting over 10,000 responses. Ongoing comprehensive stakeholder and community engagement was carried out in 2016 and 2017 through meetings, workshops and focus groups. Information and updates were provided on the LGWM website. To supplement the feedback from the public engagement, LGWM commissioned an independent public opinion survey of Wellington city and region residents. The survey asked about travel habits, concerns, and views on a range of possible transport solutions and provided feedback from a wide cross-section of the public. Improving public transport was most frequently cited in responses. There was strong public support for significant transport interventions.
18. Following this engagement, further investigation and analysis was conducted to develop a recommended programme of investment. An indicative package was announced in May 2019 marking the formal beginning of the programme as we currently know it.

19. The Let's Get Wellington Moving (LGWM) recommended programme of investment was endorsed by Council on 26 June 2019.
20. The early delivery programme consisted of the Golden Mile, Thorndon Quay and Hutt Road, Cobham Drive, Targeted Improvements and Central City Pedestrian Improvements. On December 11 2019, Council agreed the funding and partnering approach for the next phase (Strategy and Policy Committee 11 December 2019).
21. Golden Mile and Thorndon Quay Hutt Road are pivotal components of the LGWM Programme; preparing the city for mass rapid transport and improving access to active and public transport modes. To that end, both are priorities for funding and should be viewed as a package.
22. Both projects are integral to the transport spine into the city, with TQHR being a core northern access into the CBD enabling people from the wider Wellington region to access and transport through the Golden Mile. Both projects will lead to much needed improvements in public transport provision for Wellington and it is recommended that these progress in tandem.

Golden Mile

23. The Golden Mile extends from the Parliament end of Lambton Quay, along Willis St and Manners St to the eastern end of Courtenay Place. It is New Zealand's most pedestrianised retail strip, Wellington's busiest pedestrian area, and it is a prime employment, shopping and entertainment destination. It is also the core spine for the city's bus network and a principal access corridor for people moving through the city to destinations beyond the Wellington CBD.



Figure 1 – The Golden Mile

24. The Golden Mile project seeks to address problems with the current infrastructure that:
 - slows buses down and makes travel by bus unreliable along the Golden Mile (thereby creating dis-benefits for bus journeys across the wider network); and,
 - makes walking, biking and spending time on the Golden Mile less attractive than it could be.

25. The Single Stage Business Case (SSBC) was approved by the Planning and Environment Committee on 27 October 2021. The work leading up to the SSBC included:
- the development of the strategic case,
 - a long list of options which was refined to a short-list,
 - public engagement on the short-list, and a Multi Criteria Assessment (MCA) on those options to identify a preferred option for the Golden Mile,
 - the preliminary design of the preferred option which enabled a better understanding of technical design requirements, design standards, risks and impacts, and
 - cost estimates between \$65M - \$105M with a benefit cost ratio of between 3.9 – 5.9.
26. The approval of the SSBC in October 2021 provided funding to progress with pre-implementation activities, including detailed design and investigations aimed at a fuller understanding of the cost implications prior to final decisions. This phase has provided a better understanding of risks associated with underground services, construction methodology and sequencing, business impacts, materials selection and availability.

Thorndon Quay Hutt Road

27. Thorndon Quay and Hutt Road are together a key access route for the Wellington CBD from the north, and the LGWM project aims to create a safer high-quality, multi-modal transportation corridor. Currently, the primary corridors of access into Wellington from the North for people and goods converge at Kaiwharawhara: State Highway 1, the Wellington Rail network, and Hutt Road.

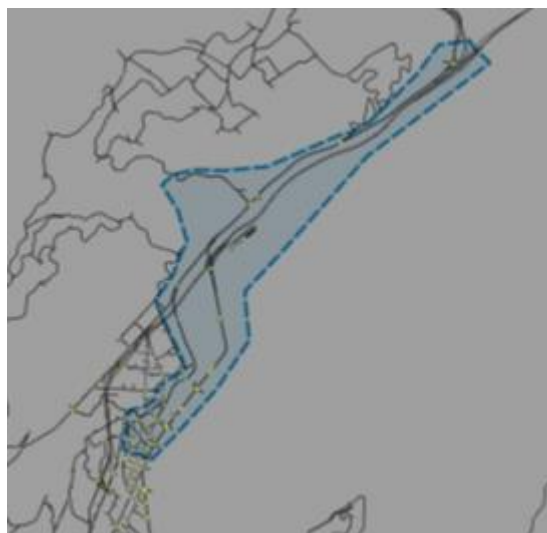


Figure 2 – Thorndon Quay Hutt Road

28. With State Highway 1 designated as a national high-volume road for private and commercial vehicle movements, Hutt Road must accommodate public transport and active mode users along with general traffic. It is Wellington's busiest bus route outside the city centre and the busiest commuter cycle route in the city. Without investment, the TQHR corridor will be stifled as an important commuter route for public transport and active mode users.
29. The TQHR corridor is also the busiest commuter cycling route in Wellington, with up to 1,300 cyclists using the route on an average weekday. It is the only route for people cycling between the Hutt Valley and the central city and is also heavily used by people cycling between the central city and the northern suburbs.
30. The Te Ara Tupua project will provide the missing walking and cycling connection between Wellington and the Hutt Valley. It is expected to result in a step change in active travel demand on the corridor, with an initial additional 700 cyclist/other micromobility users' trips per day increasing to 3,800 cyclists and 500 micromobility users (e.g., e-scooters) per day by 2050.
31. The SSBC was approved by Council on 24 February 2022. At that time the total cost was estimated between \$57 - \$77m with a benefit cost ratio of between 1.8.
32. Aotea Quay advance work was required for the following reasons:
 - A turning facility for large trucks will be required prior to the installation of a raised median on Hutt Road. This construction cannot occur in parallel with work on Hutt Road and Thorndon Quay without causing significant disruption to the city.
 - KiwiRail are progressing work to allow for new, larger ferries at Kaiwharawhara and the two projects need be aligned.
33. Whilst a design was proposed for the roundabout on Aotea Quay as part of the TQHR project, a functionality and design assessment was completed with project partners, KiwiRail and CentrePort considering the needs of both projects. This assessment has identified, further to the SSBC, that the intersection at the exit to the ferry should be improved and the roundabout on Aotea Quay should be larger.
34. Without investment, the ability of the TQHR corridor to function as an important commuter route for public transport and active mode users will be reduced. This growth is already taking place and putting additional demand on the TQHR corridor; the outlined project improvements are required to accommodate current and future movements safely and efficiently, in accordance with the LGWM vision.
35. Demand for access between Wellington's northern suburbs and the CBD is forecast to increase significantly over the next 30 years and the corridor is likely to experience significant demand growth across all modes. Without investment in public transport and active modes infrastructure in the area there will be continued reliance on vehicles which will increase congestion and kilometres travelled, worsening carbon emissions.

Summary

36. As both projects are integral to the transport spine into the city, it is recommended that the Golden Mile and TQHR progress in tandem.

Kōrerorero | Discussion

Golden Mile Benefits

37. The following benefit streams have been assessed for the recommended option:
- Road users: travel time impact, emissions reduction and health benefits from mode shift from cars to public transport
 - Public transport users: travel time impact and reliability impact
 - Pedestrians: travel time impact (due to closed signalised crossings) and pedestrian realm impact
38. Benefits for cyclists are not included in this assessment as these benefits are unlikely to be significant relative to the benefits for users of other modes and there is uncertainty around cyclist volumes.
39. The table below details the movement in the value of benefits from the Single Stage Business case and now.

Benefits \$M	SSBC	Now
Car travel time impact	-20	-24
Emission reduction benefit	17	75
Health benefit from mode shift	48	112
Public transport travel time impact	18	26
Public transport reliability impact	27	39
Pedestrian travel time impact	25	37
Pedestrian crash reduction benefit	37	84
Pedestrian realm benefit	247	357
Total benefits	399	706

Table 1 – Golden Mile Benefits

40. Other non-monetised benefits include:
- Benefits to cyclists.
 - Public realm benefits that are not transport related - such as the benefit derived from people visiting retail stores or cafes that spill out into the space outside their stores.
 - Operational Improvements to bus travel times as a result of signal coordination or optimisation opportunities.

41. Non-monetised disbenefits include:
- Retail spend may be impacted during the period of construction. Actions will be taken by the Programme and WCC to minimise that impact. The disbenefit has not been included in the transport benefits calculation as any estimated change in spend at retail stores is considered an economic transfer.
42. The Ernst and Young (EY) retail impact assessment report carried out in 2020⁹, identified the economic importance of the Golden Mile and the potential increased economic activity that would be generated from the proposed changes.
43. A qualitative analysis of net benefits (average positive impacts minus average negative impacts) of each option indicated that the preferred “Transform” option would be expected to result in a net benefit to retailers. Guided by case studies, net benefits would be achieved in the form of increased sales, increased revenue and increased footfall to retailers along the Golden Mile. It is particularly expected that the widened footpath, together with allocated space for bikes and scooters will increase customer access to the Golden Mile with almost immediate effect.
44. Quantitative benefits had mid-range estimate of net impact of \$11 million on annual retail spend.
45. Net transport benefits are valued \$572m with BCR of 5.2.

Golden Mile Funding

46. The revised Golden Mile cost estimate is based on the 60% design and incorporates the value engineering changes made by the design team in late 2022. This includes refinement of escalation rates and re-estimation of risk profile to reflect an expectation that this estimate is to represent a ‘top end’ funding request.
47. The budget for Golden Mile is now \$129.9m at P50 and up to \$139.4m at P95 based on the 60% Detailed Design.
48. The contingency allowances of \$22.5m for P50 and \$10.9m for P95 were calculated using a quantitative risk assessment (QRA), based upon the existing project risk register.
49. Approval is sought for total project cost at P95 of \$139.4 million of which the WCC share is \$67.53 million.

TQHR Benefits

50. The following benefit streams have been assessed for the recommended option:
- Cyclist crash cost savings
 - Health benefits for cyclists
 - Pedestrian amenity benefits
 - Vehicle operating cost (VOC), travel time delay benefit / disbenefit for all motorised vehicles across the sub-network. These benefit streams are capped in 2036 for taking a conservative approach.
 - Travel time savings for existing and additional bus users using bus lanes and from the improved bus stop designs and reduction in the number of bus stops. This benefit stream is also capped in 2036.

⁹ [App-I-Retail-Impact-Assessment-Report-UPDATED-FINAL-June-V2.pdf \(amazonaws.com\)](#)

51. The table below details the movement in the value of benefits between the Single Stage Business case and now.

Benefits \$M	SSBC	Now
Safety – crash cost savings	5.5	34.8
Active Mode: Cyclist Health benefit/Pedestrian Amenity	73.9	41.9
General traffic time	-26	51.7
General traffic VOC	13.4	46.6
Bus travel time and reliability	29.6	38.0
Emission reductions	0	1.9
Total benefits	96.4	214.9

Table 2 – TQHR Benefits

52. The project includes some trade-offs related to increased general traffic travel time for some users due to the central median and the reduction of on-street parking. These disbenefits will affect a small proportion of the people who use the corridor. However, these trade-offs support the overall objectives of improving safety and reducing travel by private vehicle.
53. Net transport benefits are valued at \$119m with BCR of 2.4.

TQHR Funding

54. The Single Stage Business Case was approved by Council on 24 February 2022.
55. The SSBC for Thorndon Quay Hutt Road (including the Aotea Quay Roundabout and Connection) was based on total funding at P50 of \$61.6m and at P95 of \$75.7m.
56. Post SSBC, the major cost changes at P95 include a \$20m reduction in The Connection (100% funded by Waka Kotahi), \$12m increase in core TQHR elements

(due to changes in design due to contaminated land, traffic management, urban design, and on-site and off-site overheads and profit rates), \$3.5m increase in AQR and an additional \$1.5m for land required to implement a turning area on Hutt Road.

57. Approval is sought for total project cost of \$93.6m at P95, of which the WCC share is \$45.2 million.

Offset across for funding

58. The programme has considered City Streets projects that could be paused or re-phased once preferred options are identified; enabling prioritisation of effort and funding for those projects with the highest benefits.
59. The City Streets programme sits alongside Golden Mile and TQHR and leverages maximum benefits from these two projects - increasing the uptake of multimodal options and preparing the city for MRT by ensuring convenient travel choices are available during construction of MRT.
60. A preferred approach includes:
- concentrating resources on improvements on central city corridors to facilitate management of construction disruption due to occur during MRT implementation, and
 - improvements that have linkages to wider Wellington City Council Pāneke Pōneke priorities or the Wellington Bus Priority Action Plan.
61. Final decisions on which projects will be deferred can occur as preferred options are finalised.
62. If the City Streets deferral approach is followed to address cost adjustments for Golden Mile and TQHR projects, it is expected that the Transitional programme will remain within the P95 2021 engagement fiscal envelope of \$640 million.

Kōwhiringa | Options

63. **Option 1** – Approve funding increase for GM and TQHR. This is the preferred option which performs the best against project investment objectives. This option will provide the most benefit to the northern suburbs and is an enabler for obtaining maximum benefits from other projects such as Te Ara Tupua. It provides a high quality asset at the end of the project and best demonstrates the transformational nature of LGWM projects. By completing the project to an expected standard, possible reputational risks around the poor delivery of LGWM will be mitigated.
64. **Option 2** – Approve partial funding increase for GM and TQHR. This is not recommended as it will be insufficient to deliver the preferred option from the SSBC. A range of value engineering and de-scoping options are available but are not preferred as they do not achieve the project investment objectives.

Golden Mile

65. Council could choose to significantly reduce the quality of the project. This is not recommended as:
- This would result in a series of 'patch-work' quilt of footway surfaces additions and subtractions to the existing layout.
 - This would deliver low amenity finishes, leave residual stormwater management issues and exclude many placemaking elements (including

green infrastructure, seating, and other public amenities) that may be poorly perceived.

TQHR

66. Options to reduce cost have been considered as follows:

Option A – Low Saving of \$5.3m: No resurfacing north of Aotea Quay where not required for strengthening, removal of upgraded bus stop pavements.

Low impact on objectives – mostly relates to a reduction in the quality of the asset handed back to WCC.

Option B – High Savings of \$13.6m: Reduced width of cycle path north of Aotea Quay. No resurfacing on full length. Includes removal of four raised safety platforms.

Moderate impact on objectives - some reduction in safe systems outcomes, reduction in the general amenity in Thorndon Quay and reduced Level of Service for Cycling connection to Te Ara Tupua.

Option C – SSBC Cost- reduce by \$19m: This would involve removal of Hutt Road elements by deletion of all resurfacing elements, bus stop pavements, all nine raised safety platforms. No road works north of Aotea Quay, including median and intersection upgrades. Bus lane not implemented since median is not included.

High impact on objectives – limited bus priority provided only on inbound side at Thorndon Quay. No improvement to cycle facility north of Onslow Road. No raised safety platforms.

Option D – Only do Aotea Quay Roundabout works.

Extreme impact on objectives – only improvement through redirecting ferry traffic away from Hutt Road.

These options are not preferred as they do not meet the agreed investment objectives for the reasons listed above.

67. **Option 3** - Do not approve funding increase for GM and TQHR. This is not recommended as it would not meet the agreed investment objectives.

- a. Officers considered the option of completing only one of either TQHR or Golden Mile to the full scope with the other project being descope or cancelled. This is not a reasonably practicable option because, as outlined earlier in the paper, to achieve the agreed investment objectives in the SSBC both TQHR and Golden Mile need to proceed as a package. TQHR is a core northern access into the CBD enabling people from wider Wellington region to access and transport through the Golden Mile. TQHR provides whole of journey continuity with linkages to Te Ara Tupua and delivers against Wellington regional bus priorities supporting public transport from the north into the City.
- b. Officers also considered whether the Golden Mile project could be descope so as not to complete certain sections of the length of the Golden Mile – for example, Lambton Quay could be discarded and solely Courtenay Place would be completed. Indicative costs are:
 - omit Lambton Quay (zones 1-4) (\$53.3m)

- omit Courtenay Place (zones 9-12) (\$44.7m) or
- The middle zones (zones 5-8) of circa \$8m.

However, the Golden Mile project consists of all of the different sections of the project. The Single Stage Business Case, and all of the consultation and engagement to date has been undertaken (and recently closed) on the basis that the entire length of the project is included. Any changes to this (to remove certain sections) would therefore be fundamental changes, at odds with the benefits identified in the business case and at odds with the information we have provided the community to date. In effect, this process would need to begin again, at considerable cost.

Further, requirements for changes in kerb alignment in the Lambton Quay and Courtenay Place carriageways means that it is impracticable / impossible only to do parts of these sections. Therefore, this is not considered a reasonably practicable option

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

Strategies and Policies	Alignment Golden Mile	Alignment TQHR
Wellington Urban Growth Plan 2014-2043	Strong	Strong
Our City Tomorrow: Planning for Growth and Spatial Plan for Wellington City	Strong	Strong
Wellington City Council (WCC) Long Term Plan 2021-31	Strong	Strong
WCC District Plan (i.e. the eight principles for the Central Area)	Strong	Strong
Wellington Towards 2040: Smart Capital	Strong	Strong
Te Atakura First to Zero Wellington City's Zero Carbon Implementation Plan 2020-2030	Strong	Strong
WCC Walking Policy 2008	Strong	Strong
WCC Parking Policy 2020	Strong	Strong
Wellington Regional Land Transport Plan 2021	Strong	Strong
GWRC Local Term Plan 2021-2031	Strong	Strong
Wellington Regional Public Transport Plan 2021-2031	Strong	Strong
Wellington Regional Growth Framework	Moderate	Moderate
Paneke Poneke – Bike Network Plan	Strong	Strong
Climate Emergency Declaration/ Action Plan	Strong	Strong

Engagement and Consultation

68. The following timeline outlines the engagement activities to date:

Golden Mile

- Late 2019: Have your say on the vision
 - Mid 2020: Have your say on options
 - Mid 2021: Preferred option identified
 - November 2021: Business case completed and approved
 - February – July 2022: Engagement on the detailed design with businesses, building owners, residents on the GM and side streets, peak bodies, and public
 - 2022 – 2023: Detailed design report completed
 - Early 2023: Site investigation work completed on Manners and Willis Streets
 - April – May 2023: Consultation on proposed traffic resolutions with businesses, building owners, residents, peak bodies, and public
69. Between 26 April and 23 May this year, consultation was completed on five proposed Traffic Resolutions for the Golden Mile. The objective of consultation on the Traffic Resolutions was to seek feedback on the proposed traffic controls for Lambton Quay, Willis Street, Manners Street, and Courtenay Place, as well as the authorisation system for vehicle access along all four streets.
70. An online survey was created as the primary vehicle for collecting feedback on the proposed traffic controls. This survey was made available both online and as a downloadable, printable PDF. Respondents were offered help to complete the survey, if needed.
71. During this consultation, LGWM also began engagement on a number of People-friendly City Streets projects. A broad campaign was carried out (radio advertising, posters, bus backs etc) to raise awareness of both the Golden Mile consultation and People-friendly City Streets engagement.
72. Information about the consultation was emailed to 9,000 stakeholders and supplemented by letters 4,731 letters to residents, businesses, and property owners on the Golden Mile. Information was also made more broadly available on the LGWM website, including access to the online (and printable survey), design diagrams, flythroughs, and detailed FAQs. A printed brochure was also created to support overall understanding of the proposals which was used in various ways, including being made available at libraries, service centres, and at partner offices.
73. Drop-in sessions and online webinars were held for the public and for business, to support understanding and to enable stakeholders to ask questions of the team.
74. Meetings were held with key stakeholders, including business peak bodies.
75. There were 2,198 submissions to the survey, 18 longform written submissions, 78 submissions using an alternative survey and 111 requests to speak at oral hearings. From the written submissions, over 50% of respondents who answered a

survey question about their level of support for the proposed changes were supportive or somewhat supportive.

76. Any decisions made in relation to the Golden Mile on 29 June 2023 by Council will be communicated to key stakeholders, through the usual channels. This will likely include a press release from the Programme.
77. While contingent on the outcome of the 29 June 2023 Council meeting, planning is also underway for how we will prepare residents and businesses ahead of early construction beginning in September, and beyond. Details are also being worked through with partners as to what might be available to businesses on the Golden Mile by way of a (non-financial) business support package during construction (activities that would fall outside the usual disruption management processes).

TQHR

78. Let's Get Wellington Moving engaged on the associated traffic resolution for Aotea Quay roundabout in July 2022. In August 2022 Wellington City Councillors approved the associated traffic resolution and construction started in April 2023.
79. From Monday 7 November until Friday 9 December 2022 Let's Get Wellington Moving consulted on its developed designs to transform Thorndon Quay, the associated traffic resolution, and proposed speed change. The findings from this and approval for the associated traffic resolution and speed change will be presented back to Wellington City Council on 24 August 2023.
80. Work continues on designing the details for Hutt Road and engagement is expected to happen later this year.

Implications for Māori

81. LGWM Programme partners closely with Ngāti Toa and Taranaki Whānui to support strong, enduring Mana Whenua Partnerships. LGWM is guided by Mana Whenua representatives on the LGWM Governance Reference Group and supported by 'Te Piringa' Iwi Partnerships Group, comprising of local iwi expert representatives who meet regularly to provide advisory support. Throughout the developed design process, TQHR/Golden Mile worked in close collaboration with Mana Whenua design leadership and sought continued advice from Te Piringa.

Golden Mile

82. Collaborative design with Mana Whenua has sought to identify opportunities for the inclusion of ūranga (landing spaces); kai tables; and other cultural design elements along the Golden Mile.
83. Across 2022, the project team engaged with 'Te Piringa' LGWM / Mana Whenua Group to support the formation of 'Te Anga Painga' - the Golden Mile's Broader Social Outcomes strategy. The strategy placed a focus on aligning Mana Whenua values and aspirations with project outcomes.
84. LGWM is working closely with WCC to elevate Mana Whenua narrative opportunities - linking contemporary and historical associations for Māori - along the Golden Mile route.

TQHR

85. Collaborative design with Mana Whenua has sought to identify opportunities to explore tongi (fostering a sense of place); waiora (the role of waterways) and hauora (health and wellbeing of the natural environment) along Thorndon Quay Hutt Road.
86. In July 2022, the project team engaged closely with 'Te Piringa' LGWM / Mana Whenua Group in determining an approach to naming the three sections along the corridor.
87. The approach followed a process of acknowledging pā, landmarks, significant sites, and additional factors for identification. It was undertaken for the purpose of informing internal communications and external narrative opportunities for LGWM. These are expressed as follows:
 - Section 1 'Haukawakawa' (Wellington Train Station to Tina Kahore (Tinakori))
 - Section 2 'Kaiwharawhara' (Tina Kahore (Tinakori) to Onslow Road)
 - Section 3 'Ngā Ūranga' (Onslow Road to Nga Uranga)

Financial implications

88. There will not be any financial impact on 2022/23 financial year. Forecasted capex underspend of \$10m will be requested to be carried forward to 2023/24 financial year.
89. There will not be any financial impact on Capex for 22/23 financial projects.
90. \$1.6m approved capex budget will be requested to be brought forward from 2024/25 financial year to balance overall spend. Impact on interest and debt ceiling increase of 0.02% (rating increase from 12.32% to 12.34%).

WCC Budget (Annual Plan 23/24)

	2019/20 (Actuals)	2020/21 (Actuals)	2021/22 (Actuals)	2022/23 (Forecast)	2023/24 (Budget)	2024/25 (Budget)	2025/26 (Budget)	2026/27 (Budget)	2027/28 (Budget)
Golden Mile	222,159	152,769	1,007,551	952,000	12,233,510	12,536,132	18,992,384	0	0
Thorndon Quay and Hutt Road	83,606	189,591	864,038	9,500,000	15,021,738	14,228,690	6,372,247	0	0
Other Projects / City Streets	2,123,865	4,803,487	4,806,411	6,211,000	8,558,206	25,235,178	20,912,710	28,835,000	14,992,849
Operating Expenditure	0	0	0	15,973,789	1,280,347	0	0	0	0
	2,429,629	5,145,847	6,678,000	32,636,789	37,093,800	52,000,000	46,277,340	28,835,000	14,992,849

Proposed LGWM budget shift to balance overall project

	2019/20 (Actuals)	2020/21 (Actuals)	2021/22 (Actuals)	2022/23 (Forecast)	2023/24 (Budget)	2024/25 (Budget)	2025/26 (Budget)	2026/27 (Budget)	2027/28 (Budget)
Golden Mile	222,159	152,769	1,007,551	952,000	22,186,835	27,616,139	20,033,987	0	0
Thorndon Quay and Hutt Road	83,606	189,591	864,038	9,500,000	15,249,824	17,922,166	4,617,549	0	0
Other Projects / City Streets	2,123,865	4,803,487	4,806,411	6,211,000	0	4,838,489	21,625,804	28,835,000	14,992,849
Operating Expenditure	0	0	0	4,960,739	12,293,397	0	0	0	0
	2,429,629	5,145,847	6,678,000	21,623,739	49,730,056	50,376,794	46,277,340	28,835,000	14,992,849

91. The anticipated loss of carparking revenue for the Golden Mile, as at October 2022 is:

Location	Parking type	Number of parks	Revenue impact
Golden Mile Courtenay Place	Meter	60	\$297,099.56
Golden Mile Courtenay Side Streets (Allen, Blair)	Meter	34	\$168,356.42
Golden Mile Lambton Quay	Meter	40	\$198,066.37
Golden Mile Lambton Side Streets (Panama, Brandon, Johnston, Waring Taylor, Stout, Balance, Mercer, Ballance)	Meter	124	\$614,005.76
Total per annum (once all works complete)			\$1,277,528.11

92. The anticipated loss of carparking revenue for TQHR, as at October 2022 is:

Location	Parking type	Number of parks	Revenue impact
Thorndon Quay	Meter	63	\$311,954.54
Hutt Road	Meter	37	\$183,211.40
Total per annum (once all works complete)			
Note: The number of parks removed are additional to what has already been removed – so these costs are direct revenue lost from the LGWM initiative.			\$495,165.94

93. The loss of revenue from carparking has been included in the annual plan.

Legal considerations

94. Given that funding approval is the second of three LGWM papers at this meeting, to be followed by a traffic resolution paper in exercise of Council's functions as Road Controlling Authority, it is important that Councillors are aware of the importance of remaining impartial and of approaching decision making in each of the papers with an open mind, despite the wider views that each Councillor may hold on the Let's Get Wellington Moving programme.

95. Officers recommend that Councillors are conscious of the strength of their statements before or during the deliberation of this paper to manage risk of bias or predetermination. This does not mean that Councillors cannot or should not have and express their views, but rather that they need to be open to the possibility that their mind can be changed, depending on facts and context.

Risks and mitigations

96. Defining scope – Utilities: Underground infrastructure can have an impact on above ground works including makeup of subbase for hardstand and the location of intrusive design elements such light poles. This risk is best mitigated through the physical identification, mapping, clash detection and conflict resolution with asset owners.
97. Accessing Site – Other users/stakeholders: As the works entail the occupation of thoroughfares and carriageways, the works need to be aware and plan for others use and access for the duration of the works. These access rights can mean that construction programmes can take less optimal build methodologies that can both prolong the works and subsequent disruption to users. The mitigation here is limited to forward planning how we best work with other stakeholders/users and ensuring that the contractor has the agility and the right methodologies at hand to flex within access arrangements.
98. Funding – Project Cashflow: Ensuring the timely appropriation of funds means that the project can continue without risk of stop starting design teams, disestablishment and establishment of contractors, and the prolongation of disruption to stakeholders and asset users. Note the potential risks associated delays in the funding process exposes the project to cost escalation. The mitigation of this is to secure funding prior to the commencement of works to ensure the cashflow and contractual obligations can be met.
99. Comms and Engagement: The nature of these works and potential for disruption to business owners and users does curate concern and an adverse reaction to the unknown. This risk can be mitigated through timely and consistent communications and engagement with affected parties.

Disability and accessibility impact

100. Golden Mile
101. Various accessibility groups were invited to engage with the project team during the development of the design. The team have reviewed written feedback received during each stage of community engagement. This has informed the development of the design. They have also worked to address ideas and suggestions highlighted through:
- various workshops with representatives of accessibility groups;
 - a site visit with representatives of accessibility groups; and
 - an independent accessibility audit.
102. The design proposes to slightly increase the number of mobility parks available. Most mobility parks will be on side streets and will be the closest parks to the Golden Mile. Where alternative access is impracticable, people may be able to apply for a special

circumstances authorisation for drop offs and pickups using loading zones along the Golden Mile.

103. A second accessibility review is also scheduled for August 2023 to assess the GM design at 80%.

TQHR

104. An accessibility audit report has been completed at 10% design and the comments have been integrated in the 100% design.
105. An audit report will be undertaken at project completion and specialist guidance will be provided as required.

Climate Change impact and considerations

Golden Mile

106. A key programme objective is to move more people with fewer vehicles in Wellington, especially at peak travel times. The Council's ongoing development of the transport network is to encourage the use of public transport, walking, and cycling rather than in the private cars thereby reducing greenhouse gas emissions.
107. The Golden Mile project enhances public transport and active mode infrastructure. These interventions will enhance and encourage a mode shift from PMVs to more sustainable transport modes along the Golden Mile. This project will also provide opportunities for mode shift on adjacent Wellington City corridors.
108. It is expected to generate about \$75M (net present value) in emission reduction benefits, which is about 10% of the project's overall benefits. In terms of the emissions reduced, the project is now expected to remove 44.2 tonnes of carbon monoxide, 5,255 tonnes of carbon dioxide, 0.5 tonnes of nitrous oxide and 9.4 tonnes of PM10 emissions by 2038.

TQHR

109. The project will provide opportunity for the reduction of carbon emissions, by undertaking a reprioritisation of the space within the corridor to improve the active mode (walking and cycling) and public transport (peak time bus lanes) facilities, for travel to and from the North of Wellington. This project will also help complete a section of the broader Te Ara Tupua project which aims to provide a walking and cycling link between Wellington and Lower Hutt: delivering a safe, connected and attractive route, enabling more people to walk or bike, and connect with local paths in both Wellington and the Hutt Valley.

Communications Plan

110. Public notification of decisions with regard to this proposal will be delivered in accordance with the LGWM Golden Mile project communications plan.

Health and Safety Impact considered

Golden Mile

111. One of the main aims for the Golden Mile improvements project is to reduce the number of crashes that injure or kill pedestrians. The project also includes, on

Lambton Quay and Courtenay Place, provision for people travelling on bikes or scooters to move in facilities separated from buses in the carriageway.

112. The detailed design has sought to respond to various third-party audits and reviews including:

- Road Safety Audit of 10% and 50% design
- Crime Prevention Through Environmental Design Review
- Safety in Design (SiD) Review

113. An additional Road Safety Road Audit will be undertaken prior to completion of the detailed design as well as post implementation.

TQHR

114. The project recognises the potential increase in walking and cycling activities along Thorndon Quay and Hutt Road by completion of the broader Te Ara Tupua project, and the current number of incidents and potential for conflicts between vehicles and pedestrians and cyclist (on the eastern side of) the corridor. Therefore, along Hutt Road a raised median is proposed to prevent northbound vehicles from turning right across the active mode (walking and cycling) and bus lanes, specialised treatments have been investigated and are proposed outside of several childcare facilities in the corridor, there will be a general improvement in facilities to ensure awareness of all movements, and speed reductions are to be implemented.

Ngā mahinga e whai ake nei | Next actions

Golden Mile

115. Early works, commencing in September will include geotechnical assessments required to finalise design as well as the establishment of a new intersection design at the Kent, Cambridge Terrace and Courtenay Place intersection. This work will make the most of the opportunity to renew some essential water assets and the team is working closely with Wellington Water Limited to take advantage of this opportunity.

116. Main works will start in 2024.

TQHR

117. Traffic Resolutions will be presented for approval in August 2023.

Attachments

Nil

GOLDEN MILE TRAFFIC RESOLUTION AND DETAILED DESIGN

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council seeks approval of TR 22-23-GM1, TR 23-23 GM1, TR25-23 GM1 and TR 28-23, which will give effect to the changes to vehicular access and kerbside controls needed to achieve the objectives for the Golden Mile. These changes will enable improved bus reliability, improved convenience and comfort for people waiting for buses, reduced pedestrian injuries, more opportunities for walking and cycling, and more attractive streets and shared spaces for people to spend time in.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☒ Fit-for-purpose community, creative and cultural spaces
- ☒ Accelerating zero-carbon and waste-free transition
- ☒ Strong partnerships with mana whenua

Relevant Previous decisions

Let's Get Wellington Moving Programme Business Case (PBC)

- 25 August 2021 Planning and Environment Committee – City Streets Indicative Business Case
- 27 October 2021 Planning and Environment Committee – Golden Mile Single Stage Business Case
- Let's Get Wellington Moving Programme Indicative Business Case (IBC)
- 24 February 2022 Thorndon Quay Hutt Road Single Stage Business Case

Significance

The decision is **rated high significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil

☒ Budgetary provision in Annual Plan / Long-term Plan

☐ Unbudgeted \$X

2. In its decision of 27 October 2021, the Council noted its share of costs (49% WCC, 51% Waka Kotahi) to undertake work in the Pre-Implementation phase has been allowed for in the 2021-2031 Long-Term Plan. It also noted that LGWM would report back to provide updates on a number of matters, including funding. A decision to fund the Golden Mile improvements will be a separate decision, to be heard at the same Council meeting on 29^h June 2023.

Risk

| ☐ Low | ☒ Medium | ☐ High | ☐ Extreme

3. There is a medium degree of risk associated with this project.
4. This is a prominent proposal that is highly visible within the city. The public transport benefits will be realised across the city. The proposal has been subject to numerous rounds of community engagement and public consultation. All feedback received has been considered in design development.
5. A risk register is maintained by LGWM. The key risks that are actively being managed by the LGWM partners are:
- a. disruption to public transport users and business during construction;
 - b. compliance with new traffic restrictions;
 - c. short term acceptance of the changes until they are fully embedded; and
 - d. escalation of construction cost

Author	Kylie Hook, Principle Advisor Transport
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Te Kaunihera o Pōneke | Council:

- 1) Receive the information
- 2) Note the submissions received, the summary of submissions and responses to themes and design feedback.
- 3) Approve the Let's Get Wellington Moving – Golden Mile Traffic Resolutions:
 - a. TR 22-23-GM1: Lambton Quay corridor from Bowen Street to Willis Street (including side streets)
 - b. TR 23-23-GM1: Willis Street corridor - from Lambton Quay to Manners Street (including side streets)
 - c. TR25-23-GM1: Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets) with subsequent updates as detailed below.
 - d. TR 28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.
- 4) Approve operation for special vehicle lanes for Lambton Quay, Willis Street, and reducing the hours of operation to Courtenay Place to 7am to 7pm daily.
 - a. This will enable general traffic access to the corridor earlier in the day at 7pm rather than 9pm, which means food delivery services will have better access to the Golden Mile at key times, and better enable pick-ups and drop-offs on Courtenay Place, including St James Theatre drop offs.
- 5) Approve adjusting the times when motor vehicles may access the Courtenay Place service road loop to correspond with the revised special vehicle lane times of operation (above). This will enable all motor vehicles to access the shared space between 7pm and 7am, which will mean food delivery services have better access to the Golden Mile at key times but has implications for off-road cycling in Courtenay Place.
- 6) Approve the Golden Mile – Transform (Lambton Quay, Willis Street, Courtney Place) developed 60% Detail Design and 80% Streetscape Design.
- 7) Note that approval for funding reprioritisation is being sought separately (refer Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road funding).
- 8) Approve the suspension of any changes to Manners Street between Taranaki and Cuba Street until there is more certainty on any planned streetscape enhancement for Lower Cuba Street. This will allow people continue to access Lower Cuba Street on bikes via Manners Street and avoid redundant changes to the street or rework.
- 9) Approve vehicles that are permitted to use loading bays within the corridor to ensure any vehicle authorised to use the special vehicle lanes may use these loading bays regardless of whether they are a commercial vehicle. This is to ensure that any vehicle with special circumstances authorisation (e.g., a private car) can use the bays for loading and unloading. Current wording in draft TRs is "Loading Zone P10, At All Times, Goods Vehicles And Authorised Vehicles Only". Change will remove the words "Goods Vehicles and Authorised Vehicles Only".

- 10) Approve a P10 Loading Zone (with no restriction on vehicle type) on Johnston Street (close to the Golden Mile). This requires the removal of one additional P120 metered car park.
- 11) Approve adding mobility parking permit holders as an additional category of vehicle authorisation and providing that authorisations of 6 or 12 months can be granted for such permit holders, so that people and organisations with such permits can access the Golden Mile on a longer-term basis.

Whakarāpopoto | Executive Summary

6. As set out in the resolutions for the meeting of the Planning and Environment Committee on 27 October 2021, this paper provides Council with information to support approval of detailed design and the associated traffic resolutions.
7. The detailed design and traffic resolutions have been developed and refined since November 2021. In February-March 2022, LGWM carried out engagement with businesses, building owners and residents along the Golden Mile and side streets to inform design on access. In July 2022, LGWM carried out broader engagement with the public in relation to specific elements of the Golden Mile design, and introduced initial ideas for proposed access controls, as well as the concept of the authorisation system. That feedback was taken into account and incorporated into the design of the proposed traffic resolutions.
8. Most recently, in May 2023, LGWM completed consultation on the proposed traffic resolutions and detailed design set out in those resolutions. A summary of the feedback from the latest consultation is included in the engagement report which shaped the project's design intent and its underpinning philosophies as well as its streetscape, civil engineering and traffic design elements, and developed the ideas for proposed access controls, as well as the concept of the authorisation system.
9. This paper sets out background to the proposed traffic resolutions, and the rationale for further changes to the traffic resolutions that are recommended taking into account feedback provided as part of the most recent consultation.

Takenga mai | Background

10. The Golden Mile plays a vital role in the success of Wellington's regional economy, transport system, and sense of place. It provides the core spine for the city's bus network and enables thousands of people to access employment, do business, shop, dine and to access other central city destinations each day. The Golden Mile is also important as a place in which to spend time and enjoy the vibrancy of the central city. Lambton Quay is the city's premier shopping street. Courtenay Place is the heart of our entertainment precinct.
11. Around 70,000 people travel on Lambton Quay and Willis Street each day. On these streets up to 50 per cent of people are on foot with a similar proportion travelling on buses. Fewer than 10 per cent of people move through Lambton Quay in cars.
12. Fewer people move through Manners Street and Courtenay Place each day (about 40,000). These roads are also heavily used by people on buses (between 50 and 70 per cent) and people walking (about 30 per cent). People in cars represent around 20 per cent of people using Courtenay Place.

13. The Wellington region continues to grow, and the population is forecast to grow by 75,000 residents over the next 30 years. During this time, the city's population is expected to increase by approximately 14 per cent or 30,000 people. A large proportion of this population and employment growth will be accommodated in the central city. It is expected that the demand for public transport will grow by approximately 50 percent. With the central city's role as a regional employment hub, the importance of the Golden Mile as a public space and movement corridor will continue to increase.
14. The Single Stage Business Case identified three fundamental problems with the current situation on the Golden Mile:
 - a. slow and unpredictable bus travel times reduce the attractiveness of travel by bus;
 - b. inadequate provision for pedestrians along and across the Golden Mile reduces convenience of walking; and
 - c. street layout limits the attractiveness of the Golden Mile as a place in which to spend time and move through.
15. In addition, the existing public transport network cannot accommodate the demand forecast, as a result of expected population growth.
16. Three options were identified to address these problems - Streamline, Prioritise, or Transform. Following consultation with the public in June-August 2020, the Council and LGWM partners approved the preferred option, Transform, as part of the Single Stage Business Case in October and November 2021 respectively.
17. The key features of the project under the Transform option are:

-
- a. Introduction of controls on the motorised vehicles that may be driven in the Golden Mile at different times of the day;
 - b. Introduction of an authorisation system that will enable Council to manage access to the Golden Mile;
 - c. Reconfiguring streets within the Golden Mile to provide one lane in each direction predominantly for buses;
 - d. Use recovered space to provide a better environment for pedestrians and an enhanced urban realm;
 - e. Relocation of bus stops, new bus stop shelters and enhanced waiting areas;
 - f. Provision dedicated space for people to ride bikes and e-scooters on Courtenay place and Lambton Quay completing links within the central city cycle network;
 - g. Closure of side road connections to the Golden Mile for general traffic;
 - h. Reduction in the number of signal controlled intersections;
 - i. Relocation of taxi ranks to side roads; and
 - j. Increase in the number of mobility parks and loading bays on side roads that intersect with the Golden Mile.
18. The aims for the Golden Mile project are to:
- a. Improve bus travel times and travel time reliability along the Golden Mile
 - b. Improve convenience and comfort of people waiting for, and getting on and off buses along the Golden Mile
 - c. Reduce the number of crashes within the Golden Mile that result in pedestrian injury
 - d. Increase the capacity for pedestrians to move through the corridor by improving walking level of service along and across Golden Mile, and
 - e. Improve the place quality of the Golden Mile
19. Implementation of the project will deliver changes that improve public transport and active travel along Golden Mile. The project will also deliver an enhanced streetscape increasing the attractiveness of the Golden Mile as a place in which to spend time and spend money.
20. The proposal includes the re-allocation of street space to increase bus priority and provide safer and easier low-carbon transport options. However, the changes will result in a reduction of car parking availability and a restriction on access by private vehicles which has caused concern for some individuals and businesses. Some impacts identified by submitters in the engagement report has resulted in changes to the proposed traffic resolutions.
21. The Golden Mile proposal has been subject to several rounds of community engagement and public consultation, as follows;
- a. Late 2019: Feedback was sought from the public and stakeholders on a vision for the Golden Mile

- b. June-August 2020: consultation on three options for the Golden Mile: Streamline, Prioritise, and Transform;
 - c. February-March 2022: engagement with businesses, building owners and residents along the Golden Mile and its side streets seeking insights into how people used this space and their desired access need;
 - d. July-August 2022: engagement with the public in relation to specific elements of the Golden Mile design. The team received feedback on initial ideas for proposed access controls and possible authorisation system; and
 - e. April-May 2023: consultation on the proposed Golden Mile Traffic Resolutions that are the subject of this decision.
22. All feedback received has been considered and addressed within the design and development of the proposed traffic resolutions as appropriate.
23. On 27 October 2021, WCC approved the Golden Mile Single Stage Business Case's recommendations and released funding for detailed design. Decisions to release funding for construction of the Golden Mile will be made by Council Committee on 29th June 2023.

Kōrerorero | Discussion

24. The Golden Mile project is a joint initiative between the Wellington City Council (WCC) Greater Wellington Regional Council (GWRC) and Waka Kotahi New Zealand Transport Agency (Waka Kotahi), with the support of mana whenua partners Taranaki Whānui and Ngāti Toa.
25. The project aims to improve public transport and active travel by restricting of vehicle access and parking, enables reallocation of road space along the length of Golden Mile (Lambton Quay, Willis Street, Manners Street, and Courtenay Place).
26. The project will also deliver an enhanced streetscape increasing its attractiveness as a place in which to spend time.
27. At a high level, the changes given effect by the traffic resolutions are as follows:
- a. each direction of travel on Lambton Quay, Courtenay Place and north bound Willis Street will become "special vehicle lanes". The vehicles that will be able to use special vehicle lanes are buses, and other classes of vehicle authorised by WCC that are being used for specified purposes - such as street cleaners, trades persons, large delivery vehicles, mobility permit holders, and persons with special circumstances that need to access the Golden Mile. The hours of operation for the special vehicle lanes vary by road. Notably, Courtenay Place is proposed to be open for access by general traffic from 7pm to 7am each day.
 - b. the authorisation system that is being established in TR 28-23 will specify the classes of vehicle that are eligible to apply for an authorisation, and the general criteria that a person applying for an authorisation will need to meet to be granted an authorisation. Authorisations will be generally be limited in scope and duration, and will generally only allow access to the Golden Mile off-peak (before 7am, between 9am and 4pm, and after 6pm).
 - c. all other vehicles that do not have an authorisation will not be able to travel on the Golden Mile special vehicle lanes while in operation.

Key Design Features

28. Lambton Quay - Bowen / Whitmore Street to Grey Street

The key design features for Lambton Quay - (see image below) include:

- a. New pedestrian areas outside the above movement zone include 95 new seats, 3 new artworks designed by mana whenua, 2 kai tables, 2000m² of green space (gardens and lawns), 61 new trees and new non slip pavers used to form a co designed narrative with mana whenua. Obstacles within 4 metres of buildings are to be removed wherever possible to create a clear movement zone.
- b. A new 3m wide two-way path for people on bikes and e-scooters from Whitmore / Lambton Quay Street intersection to the Lambton Quay / Panama Street intersection.
- c. Two bus stop locations including: a pair of southbound and northbound bus stops (in indented bus bays).
- d. Existing road carriageway to be converted to a two-way road carriageway. Both lanes are to be special vehicle lanes for buses and authorised vehicles.
- e. Closure of the Lambton Quay side road ends of Ballance, Stout, Waring Taylor, Johnson, Brandon and Panama Streets. Side ends to be generally designed to include new paving and green spaces. Side road parking layout to be amended to provide for mobility parking, taxi / ride share parking and loading zones (for commercial vehicles less than 6 metres) as well as for private motor vehicle parking. Some side roads to be converted two way (from existing one ways). New loading zones for commercial vehicles longer than 6 metres provided on Lambton Quay (provided a permit is obtained).

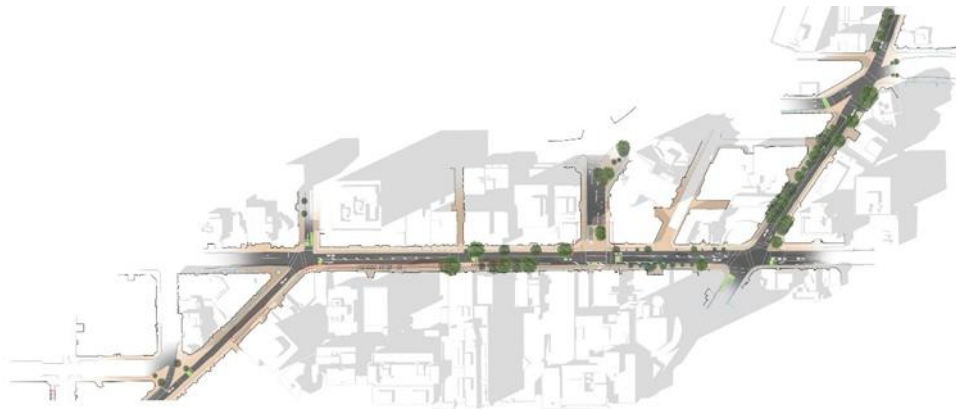


29. Willis Street - Willeston Street to Boulcott/Manners Street,

The key design features for Willis Street include:

- a. Footpath widening at the existing northbound bus stop location. Existing northbound bus stop retained. No new bus shelter to be provided due to space restrictions.
- b. Existing road carriageway retained. Existing northbound lane to be converted to special vehicle lanes for buses, cycles and authorised vehicles. There is no provision for cycles on southbound Willis Street.
- c. Existing indented loading zones on the eastern side of Willis Street to be replaced with pavers.

- d. Closure of Mercer Street at Willis Street end and removal of the existing right hand turn movement from Willis Street (except for cycles). New side road end to include new paving and green space.
- e. New parking layout for Mercer Street, including provision for mobility parking, motorcycle parking, a loading zone and private motor vehicles on a new two-way Mercer Street.
- f. New northbound loading zone on Willis Street for commercial vehicles longer than 6 metres.



30. Manners / Cuba Street intersection and immediate surrounds,

The key design features for Manners Street include:

- a. Reconfigured south and northbound bus stop locations at the Manners and Cuba Street intersection.
- b. Closure of Manners and Lower Cuba Street intersection (southern end). Side ends designed to include new paving. Side road parking layout to be amended to include mobility parking, taxi and ride share parking and loading zones (for commercial vehicles less than 6 metres) as well as for private motor vehicle parking.
- c. Two way access to Lower Cuba Street to be from a reconfigured Wakefield / Lower Cuba Street intersection. New side road end to be designed to include new paving. Existing carriageway retained as special vehicle lanes for buses and authorised vehicles only. Existing right-hand turn movement from Manners Street to Lower Cuba Street to be removed.

31. The key design features for Courtenay Place (see image below) are:

- a. New pedestrian areas outside the above movement zone include 40 new seats, 530m² of space available for outdoor dining, 1 kai table, 1,100m² of green space and 66 new trees. Paved with new nonslip pavers used to form a co designed narrative with mana whenua. Obstacles within 4 metres of buildings are to be removed wherever possible to create a clear movement zone.
- b. Reconfigured northbound and southbound bus stop locations near the Kent / Cambridge intersection.
- c. Existing road carriageway to be converted to a two-way road carriageway (to the west of the idented bus stop bus bays). Both lanes are to be special vehicle lanes for buses and authorised vehicles.

- d. Existing southern side Courtenay Place service lane (generally located between the Kent / Cambridge and Allen Street intersections) configured to be a part time shared space for people on bikes and e-scooters (designed to look similar to Lombard Lane in character).
- e. New 3 metre wide two-way space for people on bikes and e-scooters on the southern side of Courtenay Place (generally located between Allen Street and Taranaki Street).
- f. Side ends of Blair and Allen with Courtenay Place closed for most vehicles with electronic bollards (two way access to be via Wakefield Street intersection). Some authorised vehicles will be able to travel from Allen Street and Blair Street to Courtenay Place to the Kent / Cambridge intersection. Side road parking layouts to be amended to provide for mobility parking, taxi / ride share parking and loading zones (for vehicles less than 6 metres) as well as for private motor vehicle parking. Side end closures designed to include new paving.
- g. North / south through traffic (all vehicles) at the Tory Street / Courtenay Place intersection allowed. Turning movements from Tory Street onto Courtenay Place prohibited.
- h. New loading zones for commercial vehicles longer than 6 metres provided a permit is obtained.



32. The design is shown schematically in the figure below.

-
35. The Council can approve the traffic resolutions presented in this paper which represent the traffic resolutions that were consulted on and amended with feedback as described below. This is the recommended option.
36. The most recent round of consultation took place in April and May 2023. The consultation has been summarised in the engagement report attachment 3; Golden Mile Engagement Report – Consultation on proposed traffic resolutions, - the key themes include:
- a. Cyclist and pedestrian safety, primarily shared space zones;
 - b. Impact on retailers;
 - c. Taxi and driving service access to the Golden Mile, and the impacts for people with mobility issues
 - d. Tradesperson and delivery access to the Golden Mile
 - e. Times of operation for the Courtenay Place special vehicle lanes
37. As a result of that feedback, some further changes are proposed to the traffic resolutions:
- a. Reduce the hours of operation for the special vehicle lanes in Courtenay Place to 7am to 7pm daily. This will enable general traffic access to the corridor earlier in the day at 7pm rather than 9pm as had previously been proposed.
 - b. Adjust the times when motor vehicles may access the Courtenay Place service road loop to correspond with the revised special vehicle land times of operation. This will enable all motor vehicles to access the shared space between 7pm and 7am.
 - c. Suspend any changes to Manners Street between Taranaki and Cuba Street until there is more certainty on any planned streetscape enhancement for Lower Cuba Street. This will allow people continue to access Lower Cuba Street on bikes via Manners street and avoid redundant changes to the street or rework. Associated with TR24-23-GM1 Manners Street.
 - d. Allow mobility parking permit holders the ability to apply for an authorisation to access the Golden Mile, which can be granted for 6 or 12 months, to enable easier access to the Golden Mile for mobility parking permit holders.
38. These proposed changes to the draft Traffic Resolutions for Courtenay Place will enable access for all road traffic to the corridor from 7pm, including food delivery vehicles. This will allow them to stop closer to their pick-up point when kerbside space is available.
39. The proposed changes to the Courtenay Place traffic resolutions will mean that the shared space connection between the off-road cycle path and cycling facilities in Cambridge Terrace are trafficked by motor vehicles earlier, from 7pm, than previously proposed, 9pm. This may affect the attractiveness and sense of safety for people on bikes using this part of the city's bike network, however it will make it possible for motorists to drop off passengers close to the entrance of the St James Theatre without needing a special vehicle lane authorisation.
40. Various options have been considered in relation to changes to Manners Street and its connectivity with Lower Cuba Street. The traffic resolution that was consulted upon in April and May 2023 is most aligned to the Golden Mile project objectives.
41. Submitters during the recent public consultation expressed concern that the proposals would prevent people from cycling from Taranaki Street to Lower Cuba Street. A

separate project within the City Streets for People programme is investigating improvements for people on bikes within Dixon Street. People are not currently permitted to cycle from Dixon Street through Cuba Mall to Lower Cuba Street.

42. There have been some proposals for more substantive reconfiguration of Lower Cuba Street. If progressed these changes would be delivered as part of a separate project, which could also consider the provision of a cycle connection between Dixon Street and Lower Cuba Street. Until such time as these proposals are more resolved, any changes to Manners Street should be paused. While this will marginally erode the project benefits, it will ensure that the two projects are appropriately integrated.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

43. The LGWM Golden Mile project is aligned to the Wellington City Council's strategies as follows:

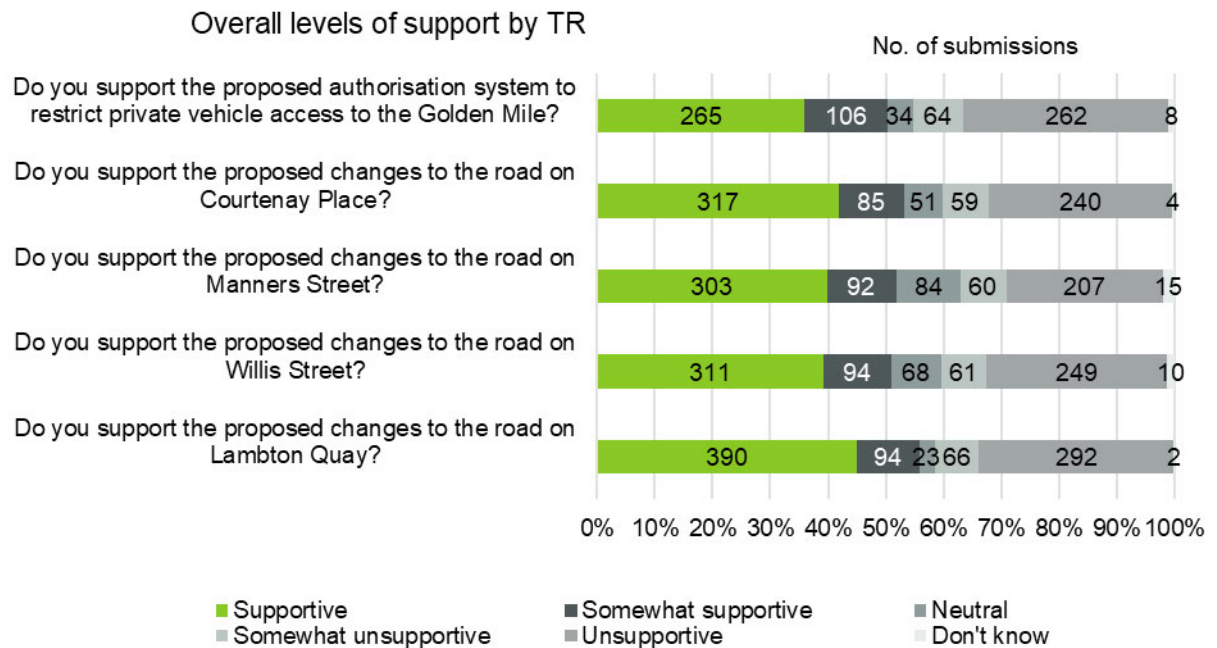
Strategies and Policies	Alignment
Wellington Urban Growth Plan 2014-2043	Strong
Our City Tomorrow: Planning for Growth and Spatial Plan for Wellington City	Strong
Wellington City Council (WCC) Long Term Plan 2021-31	Strong
WCC District Plan (i.e. the eight principles for the Central Area)	Strong
Wellington Towards 2040: Smart Capital	Strong
Te Atakura First to Zero Wellington City's Zero Carbon Implementation Plan 202-20230	Strong
WCC Walking Policy 2008	Strong
WCC Parking Policy 2020	Strong
Wellington Regional Land Transport Plan 2021	Strong
GWRC Local Term Plan 2021-2031	Strong
Wellington Regional Public Transport Plan 2021-2031	Strong
Wellington Regional Growth Framework	Moderate

Engagement and Consultation

44. The decisions that are the subject of this paper (the traffic resolutions, and detailed design) are high significance decisions.
45. The proposed changes to the Golden Mile have been subject to several phases of stakeholder and community engagement as the project has been developed. The key themes from previous phases of community and stakeholder engagement are described in Golden Mile Engagement report June august 2020 and GM Developed Design engagement report mid year 2022. [LGWM-Golden-Mile-Engagement-Report-March2020](#) and [Golden Mile Consultation Feedback Report](#)
46. The opportunities for community and stakeholder feedback were:
 - i. November – December 2019 – feedback on vision for the Golden Mile / identification of issues and opportunities;
 - ii. June – August 2020 – feedback on the three shortlist concepts;
 - iii. July and August 2022 – feedback on emerging detailed design

iv. April – May 2023 – feedback on proposed traffic resolutions.

47. The rest of this section highlights the main themes identified from public consultation on the Traffic Resolutions in April-May 2023. A more comprehensive record of the feedback received is available in attachment 3; Golden Mile Engagement Report – Consultation on proposed traffic resolutions.
48. The objective of consultation on the Traffic Resolutions was to seek feedback on the proposed traffic management mechanisms for Lambton Quay, Willis Street and Courtenay Place, plus the authorisation system for vehicle access.
49. All data and information in this document were collected during our consultation on the Golden Mile Traffic Resolutions from April 26 – May 23, 2023. During this time, we received 2,198 submissions to a survey which asked respondents if they supported key changes. We received 18 longform written submissions, predominantly from businesses (16), 78 submissions from survey developed outside of the programme, and had 111 requests to speak at Oral Hearings held on 14th and 15th June 2023, and 61 people attended to speak, 11 of which represented an organisation.
50. The proposed changes will impact people in a variety of different ways and circumstances. The engagement process sought to understand how people using different transport methods felt about the changes, and how the proposed layout was received for the various purposes which the Golden Mile serves.
51. 37% (545) of the people who responded to the survey told us they work or own a business around the Golden Mile. Of these people, 47% catch public transport, 36% drive private cars, and 20% cycle when going to the area.
52. 486 people (21%) told us they catch public transport to and around the Golden Mile. Of these people, over half (52%) come to the area to work, 35% of people shop, and 22% dine. Those who come to the area to shop, dine, and socialise arrive by car 45% of the time and use public transport 45% of the time.
53. Across the five TRs there are varying levels of support across different demographics and interest groups. This is explored in detail in section 7 - Consultation Summary of the Engagement Report, with varying levels of support for change, and with those who have businesses in the area. The overall levels of support across the five proposed traffic resolutions are displayed in the graph below. For all five TRs, over 50% of respondents who commented on their support of individual TRs are supportive or somewhat support.



54. Alongside indicating levels of support, some respondents gave written feedback with their submissions. This feedback is explored in greater detail in section 10 of attachment 3; Golden Mile Engagement Report – Consultation on proposed traffic resolutions, based on 14 core theme groupings which have emerged.
55. Oral submissions were heard by Council on 14th and 15th June 2023. Sixty one people contributed, 11 of which represented an organisation. A summary report of oral submissions is set out in Attachment 4.

Summary of key themes reflected in oral hearings:

- a. Shared Space Zones – some people expressed concerns about the shared spaces for pedestrians and cyclists resulting in conflicts. In response there is the intention for the intersections and nodes to be designed as shared spaces where pedestrians have priority and include specific features and textures to encourage slower speeds and ensure good intervisibility between pedestrian and cyclists.
- b. Approved design – people were generally comfortable with the designs for Golden Mile but still reflected some concerns on a range of items. What people said can be found in attachment 4 oral summary.
- c. Business impact – some people were concerned for existing businesses, potential impact on future tenancy on the Golden Mile, and the effects of the authorisation system. The retail assessment [LGWM -App-I-Retail-Impact-Assessment-Report](#) provided findings on how the proposed improvement options might impact retailers along the Golden Mile. This assessment specifically highlights positive expectations for landlords and tenants because of the proposed changes. Travel habits may cause some concern around customer levels in the short term but long-term Golden Mile will have a positive effect for retail and hospitality. The programme has plans to mitigate potential impacts of construction disruption on businesses.
- d. Bus accessibility – some people were concerned about *current* difficulties with public transport, network reliability and rationalisation of existing bus stops. In reply, reducing the number of stops means that remaining bus stops will need to accommodate more people boarding and alighting during busy commute times. The design would increase the amount of footpath space and changing the

numbers of lanes in Lambton Quay and Courtenay Place will not reduce the capacity or reliability of the corridor. Bus Stop locations have considered spacing so as to be optimal for network and travel distance.

- e. Accessibility – some people expressed concern about accessibility issues post changes. In response Council is changing times of operation for Courtenay Place from 7am –7pm daily (instead of 7am-9pm daily). Mobility parks will be on side streets and will be the closest parks to the Golden Mile, for drop-offs/ pickups, an authorised vehicle can use loading zone P10 parking on the Golden Mile. Mobility parking permit holders will also be able to apply for longer-term authorisations.
- f. Authorisation – some people were concerned about day to day effects of the authorisation system and how these controls will conflict with business operations and effect on tradespeople entering the Golden Mile. Restricting general traffic access will benefit bus priority along the length of Golden Mile and Council is changing times of operation for the Courtenay Place from 7am –7pm daily (instead of 7am-9pm daily) and enabled emergency access options. Further detail located in Engagement Report and Rational for Proposed Traffic Resolution report.
- g. General Costs – people were heard to be concerned with Golden Mile project costs, asking for cost / benefit ratio justification and questioning the priority of other current infrastructure issues that challenge Wellington City. An updated Cost Benefit analysis is included in the “Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road Funding” paper that will go to Council on 29 June 2023.

Implications for Māori

- 56. LGWM is working in partnership with iwi. An iwi partnerships working group has been established to help the programme appropriately consider mana whenua perspectives and support broader iwi engagement. Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa have been periodically briefed during the development of the design.
- 57. Collaborative design with Mana Whenua has sought to identify opportunities for the inclusion of ūranga (Figure 5 landing spaces); kai tables; and other cultural design elements along the Golden Mile.
- 58. Across 2022, the project team engaged with ‘Te Piringa’ LGWM / Mana Whenua Group to support the formation of ‘Te Anga Painga’ - the Golden Mile’s Broader Social Outcomes strategy. The strategy placed a focus on aligning Mana Whenua values and aspirations with project outcomes.
- 59. LGWM is working closely with WCC to elevate Mana Whenua narrative opportunities - linking contemporary and historical associations for Māori - along the Golden Mile route.



Financial implications

60. There will not be any financial impact on 2022/23 financial year. Forecasted capex underspend of \$10m will be requested to be carried forward to 2023/24 financial year.
61. There will not be any financial impact on Capex for 22/23 financial projects.
62. \$1.6m approved capex budget will be requested to be brought forward from 2024/25 financial year to balance overall spend. Impact on interest and debt ceiling increase of 0.02% (rating increase from 12.32% to 12.34%).

WCC Budget (Annual Plan 23/24)

	2019/20 (Actuals)	2020/21 (Actuals)	2021/22 (Actuals)	2022/23 (Forecast)	2023/24 (Budget)	2024/25 (Budget)	2025/26 (Budget)	2026/27 (Budget)	2027/28 (Budget)
Golden Mile	222,159	152,769	1,007,551	952,000	12,233,510	12,536,132	18,992,384	0	0
Thorndon Quay and Hutt Road	83,606	189,591	864,038	9,500,000	15,021,738	14,228,690	6,372,247	0	0
Other Projects / City Streets	2,123,865	4,803,487	4,806,411	6,211,000	8,558,206	25,235,178	20,912,710	28,835,000	14,992,849
Operating Expenditure	0	0	0	15,973,789	1,280,347	0	0	0	0
	2,429,629	5,145,847	6,678,000	32,636,789	37,093,800	52,000,000	46,277,340	28,835,000	14,992,849

Table 1 – Proposed LGWM Budget

63. Funding approval will be sought through the “Let's Get Wellington Moving: Golden Mile and Thorndon Quay/Hutt Road Funding” paper that will go to Council on 29 June 2023.

Legal considerations

64. The proposed traffic resolutions are made under the Traffic and Parking Bylaw 2021, which is made under section 22AB of the Land Transport Act 1998.
65. The Council's decisions on the Golden Mile, including the proposed traffic resolutions and designs, have been assessed as being significant decisions under the Local Government Act 2002 (LGA). That means that the Council must ensure that the decision-making requirements in the LGA have been appropriately observed, and that the Council has complied with its Significance and Engagement Policy.

66. The development of the Golden Mile proposals, including the proposed traffic resolutions, has involved the identification and assessment of the advantages and disadvantages of the reasonably practicable options for achieving the objectives of the Golden Mile. The Council's initial decision was to approve the recommendations set out in the Golden Mile SSBC, which was approved by the Council on 27 October 2021. Work has been progressing since then on the Golden Mile proposals, including development of the proposed traffic resolutions. Further information about the options considered during the development of the proposed traffic resolutions, the advantages and disadvantages of those options, and the reasons for recommending the proposed traffic resolutions, is set out in the Rationale for Proposed Traffic Resolutions paper.
67. In developing the proposed traffic resolutions and designs, consideration was given to how best to achieve the objectives of the Golden Mile project within the current regulatory framework (including the Land Transport Act 1998, Land Transport Rules made under that Act, and the Bylaw). In relation to vehicle access to the Golden Mile, the creation of special vehicle lanes is proposed because (in summary):
- a. special vehicle lanes can be established by the Council passing a resolution under the Bylaw;
 - b. special vehicle lanes can be used to restrict access to roads (or part of roads) to specified classes of vehicles (the proposed traffic resolutions restrict access to buses and vehicles authorised by the Council); and
 - c. special vehicle lane offences can be enforced by the Council.

This is explained further in the Rationale for Proposed Traffic Resolutions paper.

68. The Bylaw provides that the Council may restrict access to special vehicle lanes to classes of vehicles and defines "class of vehicle" as meaning "groupings of vehicles defined by reference to any common feature...including vehicles used for specified purposes". Accordingly, the authorisation system described in the proposed traffic resolutions provides for vehicles to be authorised to access the Golden Mile based on the purpose for which the vehicle is used.
69. The Council is required, under the LGA, to give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the proposed traffic resolutions. LGWM and the Council, has carried out consultation and engagement on the Golden Mile project as described in this paper, the Rationale for Proposed Traffic Resolutions paper, and the Consultation and Engagement report.
70. LGWM and the Council consulted on the proposed traffic resolutions from 26 April to 23 May 2023. This complies with the consultation and engagement requirements in clause 7.5 of the Bylaw, which states that the Council must publish proposed resolutions at least 14 days before they are considered.
71. As detailed in Attachment 3 Golden Mile Engagement Report – Consultation on proposed traffic resolutions, some submitters supported and some submitters were opposed to the Golden Mile project, and the proposed traffic resolutions. Some submissions raised concerns about the decision-making process, including that there has been insufficient consultation and engagement, that insufficient information about the proposals was provided in the consultation and engagement materials, that there was insufficient evidence to support the proposals, and that the proposal will have negative impacts that have not been considered by Council.

72. Councillors have been provided with all submissions made on the proposed traffic resolutions, including responses provided to the survey and all written submissions received. The Consultation and Engagement Report provides a summary of the feedback received, and sets out key themes raised by submitters. This paper, and the Consultation and Engagement Report, describe some changes to the proposed traffic resolutions that it is recommended that the Council consider, following consideration of feedback received.

Risks and mitigations

73. There is a medium degree of risk associated with this project.
74. This is a prominent proposal that is highly visible within the city. The public transport benefits will be realised across the entire city. The proposal has been subject to numerous rounds of community engagement and public consultation. All feedback received has been considered and addressed within the design as appropriate.
75. A risk register is maintained by LGWM. The key risks that are actively being managed by the LGWM partners are:
- a. disruption to public transport users and business during construction;
 - b. compliance with new traffic restrictions;
 - c. short term acceptance of the changes until they are fully embedded; and escalation of construction cost

Disability and accessibility impact

76. Various accessibility groups were invited to engage with the project team during the development of the design. The team have reviewed written feedback received during each stage of community engagement. This has informed the development of the design. They have also worked to address ideas and suggestions highlighted through:
- a. various workshops with representatives of accessibility groups;
 - b. a site visit with representatives of accessibility groups; and
 - c. an independent accessibility audit.
77. This engagement has provided detailed feedback that has been addressed within the design. The key themes that the team has sought to address are:
- a. Removal of pay and display spaces from the Golden Mile removes the ability for people mobility permit holders to close to their destination. In response to this feedback the team proposes there are at least two mobility parks at the Golden Mile end of side roads;
 - b. That Loading zones along Lambton Quay, Willis Street and Courtney Place will be P10 timed, this allows for authorised vehicles to enter the Golden Mile and informally drop off and pick up option people that require close proximity vehicle access;
 - c. Concern about the conflict between visually impaired or infirm pedestrians and people travelling quickly on bikes or scooters. In response to this feedback the team has reviewed the design to ensure that:
 - There is adequate delineation between pedestrian areas and space for people on bikes using landscaping or textured surfaces
 - Textured surfacing is used to emphasise when people on bikes or scooters are approaching a conflict point to encourage slower speeds

- d. Concern about potential speed of people travelling along Lambton Quay on bikes or scooters. In response to this feedback the team has ensured that the width of the facility for people on bikes or scooters does not encourage excessive speed.

Climate Change impact and considerations

78. A key programme objective is to move more people with fewer vehicles in Wellington, especially at peak travel times. The Council's ongoing development of the transport network is to encourage the use of public transport, walking, and cycling rather than in the private cars thereby reducing greenhouse gas emissions.
79. The Golden Mile project enhances public transport and active mode infrastructure. These interventions will enhance and encourage a mode shift from PMVs to more sustainable transport modes along the Golden Mile. This project will also provide opportunities for mode shift on adjacent Wellington City corridors.
80. It is expected to generate about \$75M (net present value) in emission reduction benefits, which is about 10% of the project's overall benefits. In terms of the emissions reduced, the project is now expected to remove 44.2 tonnes of carbon monoxide, 5,255 tonnes of carbon dioxide, 0.5 tonnes of nitrous oxide and 9.4 tonnes of PM10.

Communications Plan

81. Public notification of decisions with regard to this proposal will be delivered in accordance with the LGWM Golden Mile project communications plan.

Health and Safety Impact considered











82. One of the main aims for the Golden Mile improvements project is to reduce the number of crashes that injure or kill pedestrians. The project also includes, on Lambton Quay and Courtenay Place, provision for people travelling on bikes or scooters to move in facilities separated from buses in the carriageway.
83. The detailed design has sought to respond to various third party audits and reviews including:
 - Road Safety Audit of 10% and 50% design
 - Crime Prevention Through Environmental Design Review
 - Safety in Design (SiD) Review
84. An additional Road Safety Road Audit will be undertaken prior to completion of the detailed design as well as post construction which will contribute and guide Council's long term monitoring processes.

Ngā mahinga e whai ake nei | Next actions

85. The key project milestones for delivery are summarised in the table below.

Theme	Response
SSBC Approved	November 2021
Pre-implementation	December 2022
Implementation Procurement	Late 2023
Implementation commences	September 2023 for Early Works April 2024 for Main Works
Implementation Completed	2027 (noting implementation of different sections of the Golden Mile will be phased over this time.)

Attachments

Attachment 1.	Golden Mile Single Stage Business Case	
Attachment 2.	Rationale for Proposed Golden Mile Traffic Resolutions ↓ 	Page 80
Attachment 3.	Golden Mile Engagement Report – Consultation on proposed traffic resolutions ↓ 	Page 119
Attachment 4.	Oral Hearing Summary ↓ 	Page 185
Attachment 5.	TR22-23-GM1 - Lambton Quay and adjoining streets ↓ 	Page 195
Attachment 6.	TR23-23-GM1 – Willis Street and adjoining streets ↓ 	Page 235
Attachment 7.	TR25-23GM1 – Courtenay Place and adjoining streets and slip lane ↓ 	Page 248
Attachment 8.	TR Plans – Lambton Quay and adjoining streets ↓ 	Page 281
Attachment 9.	TR Plans – Willis Street and adjoining streets ↓ 	Page 290
Attachment 10.	TR Plans – Courtenay Place and adjoining streets and slip lane ↓ 	Page 294
Attachment 11.	TR28-23-GM1 Authorisation System ↓ 	Page 301



RATIONALE FOR PROPOSED TRAFFIC RESOLUTIONS

To: Programme Leadership Team

From: Roger Burra

PLT Sponsor:

Date: 19 June 2023

Subject: Golden Mile Transformation – Rationale for proposed Traffic Resolutions

Introduction

Purpose

The purpose of this paper is to document the rationale for the five proposed traffic resolutions that were consulted on from 26 April to 23 May 2023. It identifies the factors that were considered when developing the proposed traffic resolutions. In particular, it identifies the reasonable options that have been identified and considered for the main elements of the proposed traffic resolutions, and highlights the advantages and disadvantages of those options, and the main trade-offs associated with adopting a different approach to regulating access to the Golden Mile.

In documenting the rationale, the paper provides context, referencing the objectives of the proposed traffic resolutions for the Golden Mile, relevant Wellington City Council (WCC) policy and explaining the key decisions that have led to the current proposals. It outlines the options that have been considered and summarises the background and discussions that have gone before this proposal.

This paper does not provide final recommendation on the proposed traffic resolutions, or design or controls for the Golden Mile, noting that this information will be considered separately by WCC. The purpose of the paper is simply to document the rationale for the proposed traffic resolutions that have been subject to public consultation from April to May 2023, being:

- 1)** TR 22-23-GM1: Lambton Quay corridor from Bowen Street to Willis Street (including side streets)
- 2)** TR 23-23-GM1: Willis Street corridor - from Lambton Quay to Manners Street (including side streets)
- 3)** TR 24-23-GM1: Manners Street corridor - from Taranaki Street to Willis Street (including side streets)
- 4)** TR25-23-GM1: Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets)

- 5) TR 28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.

The proposed Traffic Resolutions and this report should be read alongside the draft Authorisation Guidelines that outline intended guidelines for administering the proposed authorisation system for the Golden Mile.

Initial decision by WCC and LGWM - Endorsement of the 'Transform' Option for the Golden Mile

On 27 October 2021, WCC approved the recommendations within the Golden Mile Single Stage Business Case and released funding for pre-implementation (detailed design). The Council's LGWM partners subsequently approved the Single Stage Business Case in November 2021. The business case described the recommended option which was agreed by the LGWM partners. The recommended option involved:

- removing unrestricted private motor vehicle access to streets within the Golden Mile;
- reconfiguring roads within the Golden Mile so there is one lane for buses in each direction – allowing conversion of carriageway in Lambton Quay and Courtenay Place to new pedestrian / public realm;
- providing an off-road cycle path for people on bikes in both Lambton Quay and Courtenay Place;
- closing the connections between the Golden Mile and 11 side roads so as to reduce the number of signal-controlled intersections within the corridor; and
- banning turns between Courtenay Place and Tory Street – except for people on bikes turning to or from the off-road cycle path.

Work to progress the detailed design to achieve the project objectives within the above, agreed, parameters, including development of proposed Traffic Resolutions. This has been progressing since November 2021.

Access Controls have been Informed by Stakeholder and Community Engagement

There have been various opportunities for stakeholders and the community to provide feedback on the proposed changes and emerging design. LGWM have been engaging with Wellingtonians about the future of the Golden Mile and the kind of city that people want since 2019.

There have been various phases of public and stakeholder engagement specifically related to the Golden Mile project. The feedback received has helped shape the design of the streetscape changes and operational access controls needed to realise the objectives and project benefits. The main phases of the project development and engagement activity are summarised in the table below.

Time	Engagement Focus
Late-2019	Seeking feedback and input from the public and stakeholders on a vision for the Golden Mile.
Mid-2020	Consulting the public and stakeholders on three shortlisted options.

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Mid-2021	Informing the public and stakeholders of the recommended option identified by the project team following multi-criteria assessment of the short list informed by public / stakeholder feedback.
November 2021	Business case completed and approved by LGWM partners. Appendix D to the business case was a Design Philosophy Statement (DPS) that described the design and highlighted important influences which would help shape the detailed design. Chapter 4 of the DPS was a Movement and Access Strategy for the preferred option. Appendix I to the business case was a Traffic Resolutions Strategy that outlined the pathways to limiting access to the Golden Mile. It recommended a permitting or authorisation system to manage access by different vehicle types.
November 2021	Commenced Work on the Detailed Design for the recommended option.
February - March 2022	Early engagement with businesses, building owners and residents along the Golden Mile and its side streets seeking insights into how people used this space and their access needs.
11 July - 15 August 2022	Consultation seeking feedback on specific elements of the Golden Mile design. The team received feedback on initial ideas for proposed access controls and possible permitting system.
March 2023	LGWM Programme Leadership Team endorsed public consultation on the proposed traffic resolutions developed collaboratively by the project team and WCC Officers.
26 April – 23 May 2023	Public consultation on the proposed traffic resolutions

The above table shows that:

- the concept of limiting access to the Golden Mile for certain types of vehicles was first signalled publicly in mid-2020;
- by November 2021 all LGWM partners had agreed to the concept of limiting access for most private motor vehicles;
- since mid-2020, the team have regularly sought feedback on the proposed changes being considered for the Golden Mile, to understand implications for residents, building owners and business;
- the idea of a permit system for vehicle access to the Golden Mile was first signalled publicly in July 2021;
- feedback was actively sought from the public and stakeholders on initial ideas for a permitting or authorisation system in July / August 2022.

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Since June 2022, the project team has been working with WCC officers to develop a traffic controls regime (traffic regulations, authorisation system, traffic signs, road markings, enforcement capability) that will achieve the project objectives and that works within the current regulatory framework. Feedback and guidance were also sought from Waka Kotahi Regulatory subject matter experts, particularly in relation to traffic signs and road markings. The project team has worked collaboratively with WCC officers to develop the five proposed traffic resolutions that were the subject of consultation in April-May 2023.

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Project Objectives

The objectives for the Golden Mile project are to:

- Improve bus travel times and travel time reliability along the Golden Mile;
- Improve convenience and comfort of people waiting for, boarding and alighting buses along the Golden Mile;
- Reduce the number of crashes within the Golden Mile that result in pedestrian injury;
- Increase the capacity for pedestrians to move through the corridor by improving walking level of service along and across Golden Mile; and
- Improve the place quality of the Golden Mile.

The Strategic Case (part of the 2021 Single Stage Business Case) demonstrates the alignment of these objectives with the LGWM programme objectives agreed by the partners and with Council policies. The LGWM Programme, through delivery of a suite of projects, aims to influence travel behaviour to enable “more people to move within fewer vehicles”.

Achieving the Project Objectives

Most bus services within Wellington City are routed along at least one part of the Golden Mile. Both travel time and travel time reliability are important factors that affect use of bus services. Reliability tends to be more important to individuals than travel time. Comfort when waiting for a bus is also important.

Reducing travel times within the corridor allows small increases in bus frequency. This enables timetable changes for the benefit of passengers throughout the entire bus network. Elements of the project designed to improve bus travel times and bus travel time reliability are:

- reducing the number of signal-controlled intersections in the corridor by closing side roads;
- reducing interactions with other vehicles by limiting general traffic access to the corridor;
- reducing the number of times buses are delayed by people manoeuvring in and out of parking and loading bays limiting general traffic access to the corridor and reducing the number of kerbside stopping places; and
- reducing the number of times buses must accelerate and then decelerate by rationalising the number of bus stops within the Golden Mile and locating them where comfortable waiting areas can more easily be provided.

Elements of the project designed to improve convenience and comfort of people waiting for, boarding and alighting buses are:

- providing more space at bus stops for people waiting, boarding and alighting;
- providing more footpath space so people walking along the Golden Mile can walk around bus stop waiting areas without hindering boarding or alighting passengers; and
- providing improved facilities at bus stops such as shelters, seating and real time passenger information.

Elements of the project designed to reduce the number of crashes within the Golden Mile are:

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- limiting the amount of general motor traffic within the corridor reducing the likelihood of crashes occurring;
- narrowing the carriageway to reduce the distance and time that pedestrians are in the road when crossing;
- closing side road intersections to reduce the numbers of roads pedestrians need to cross when walking within the Golden Mile; and
- widening the footpaths where possible to reduce the need to for pedestrians to step into the road to avoid footpath congestion.

Elements of the project designed to increase the capacity for pedestrians to move through the corridor are:

- providing more space by widening the footpaths wherever possible;
- closing side road intersections;
- removing street clutter; and
- changes to the design of crossing places to make them more accessible.

Elements of the project designed to improve the place quality of the Golden Mile are:

- additional space for landscaping;
- updated, more modern, streetscape design; and
- changes to reflect the culture of Māna Whenua on the design of the street.

At the time when LGWM partners endorsed the project objectives (prior to option development), it was:

- recognised that the Golden Mile is an important destination for many people on bikes;
- acknowledged that Courtenay Place and Willis Street northbound, from Boulcott Street to Mercer Street, form part of the central city cycling network;
- confirmed that cyclists' access to the Golden Mile corridor should not be reduced as a result of the project; and
- agreed that cyclists would be accommodated on parallel routes.

This section highlights that many of the benefits sought from the project are reliant on reducing the amount of general traffic within the corridor. To maximise these benefits, access for (non-bus) general traffic would need to be removed altogether. It is recognised, however, that this is not practicable and that instead access for some motor vehicles should be retained for certain purposes as set out in this report.

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Historic Movement within the Golden Mile

The table below summarises the number of people travelling within each part of the Golden Mile on a weekday between 6am and 7pm in 2019. The information is reproduced from the Golden Mile Problem Definition and Case for Change (LGWM, June 2019). The table is intended as an indication of the relative numbers of people currently travelling using different modes. More recent surveys (post Covid) indicate that current balance of road users is comparable with 2019.

Table 1 – People Travelling along the Golden Mile between 6am and 7pm (2019)

	People in Buses	Pedestrians	Cyclists	People in Private Vehicles
Lambton Quay	28,200	29,000	525	5,700
Willis Street	30,200	31,500	330	2,500
Manners Street	27,900	13,000	100	700
Courtenay Place	28,500	12,900	360	8,200

There are different street characteristics and land use associated with each section of the Golden Mile. This affects how people use and move within each street. The largely office and retail character of Lambton Quay, Willis and Manners Streets means that they are relatively quiet in the evenings and at night. Travel demand on these streets is significantly lower in the evenings and at night than during the day.

Travel demands on Courtenay Place remain high in the evenings particularly on or approaching the weekends. For Courtenay Place, pedestrian numbers remain high at times when the bars and restaurants are busy. There is also a high number of taxis and shared mobility vehicles (e.g. Uber) using Courtenay Place to pick up people and take them home following a night out.

Some estimates, developed as part of work to develop the City Council's draft Spatial Plan, indicate that there could be almost 20,000 more people living within the city centre within the next 20 – 30 years. This would see an increase in the population living along or close to the Golden Mile. The LGWM Programme seeks to change the city so that additional population can more easily move by bus, by bike or on foot.

The figures overleaf are counts undertaken in 2019. The survey counted people travelling in various ways at intersections across the city centre. The figures overleaf are intersections that form part of the Golden Mile. They show how numbers of people walking and cycling varies throughout the day in different parts of the corridor. They include data collected on weekends as well as weekdays.

Figure 5 on page 26 shows pedestrian counts on Courtenay Place and shows how numbers of pedestrians during the day compares with the number at night.

Figure 1 - Nos. Pedestrians Extracted from 2019 Intersection Surveys

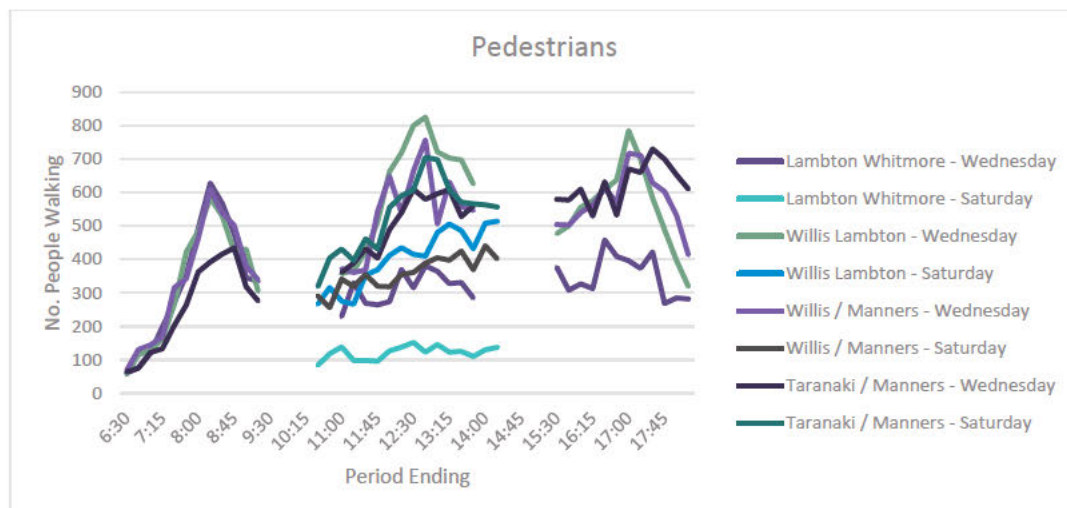


Figure 2 - Nos. Cyclists Extracted from 2019 Intersection Surveys

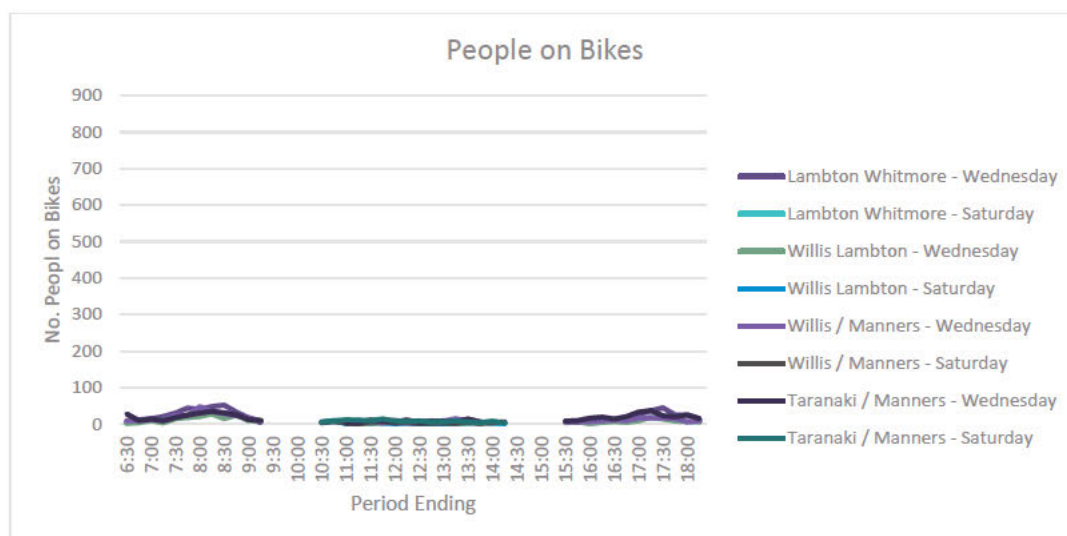


Figure 3 and Figure 4, overleaf show the total number of bus movements northbound and southbound on Lambton Quay (May 2022 timetable data). The red blocks highlight the weekday peak hours for buses. Lambton Quay and Willis Street have more routes (and buses) than Manners Street and Courtenay Place, however, the demand profile across the day is similar. The conclusions that can be drawn from those figures include:

- Bus demand peaks during the traditional commuter AM (7-10am) and PM peaks (4-7pm) and remains relatively high during the middle of the day.
- The weekend has a constant demand from 9am to 9pm, however, the demand is significantly lower than weekday demand across the same time-periods.

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Figure 3 - Nos Buses on Lambton Quay (Northbound)

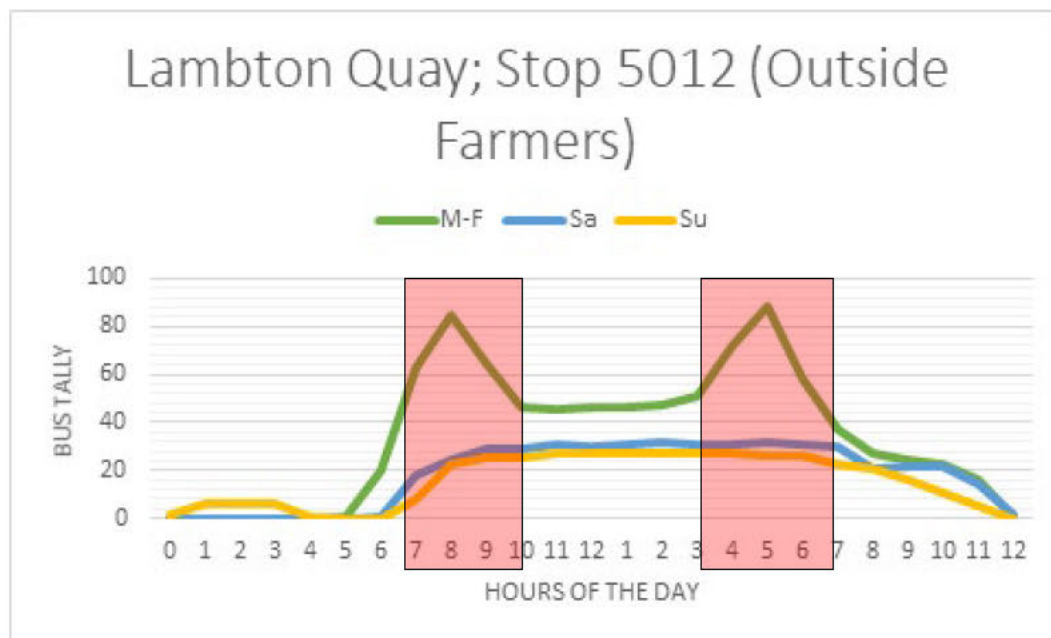
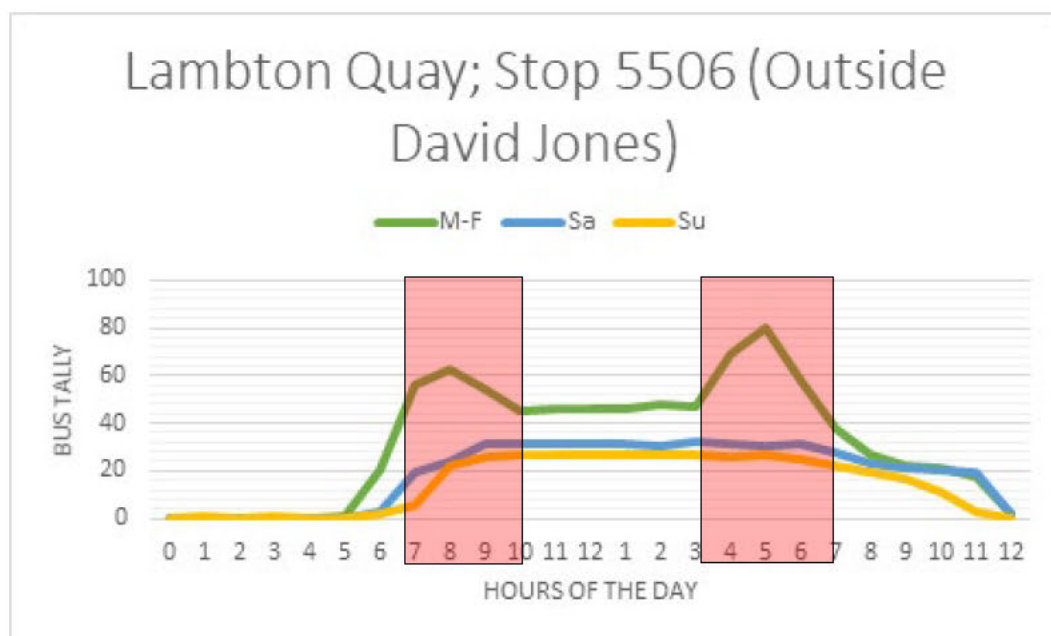


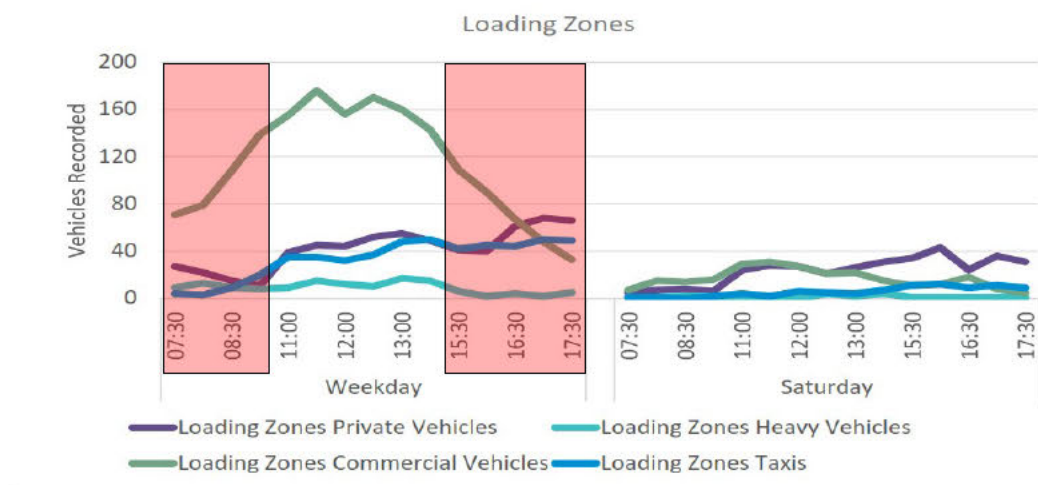
Figure 4- Nos Buses on Lambton Quay (Southbound)



In October 2020, FutureGroup completed the "LGWM Golden Mile - Restricted Parking Occupancy and Bus Queuing Behaviour Report". It presented results from loading zones surveys undertaken at AM (7:00

- 9:30), interpeak (11:00 - 14:00) and PM peak (15:30 - 18:00) over a three-week period. A summary of the results is shown in the figure below. The red blocks highlight the weekday peak hours for buses.

Figure 5 - Summary of Loading Zone Surveys (2020)



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Concept of Operations for the Golden Mile

A Concept of Operations for the Golden Mile was documented within the project's Design Philosophy Statement and included as an appendix to the Business Case¹ which was approved by the LGWM partners including WCC at the end of 2021. In terms of access controls, the Concept of Operations signalled that, in order to achieve the project objectives and realise project benefits:

- movement of scheduled buses services (i.e. Metlink Buses) would be prioritised within the Golden Mile;
- unscheduled buses (e.g. intercity coaches, sightseeing coaches, private charter coaches, Cruise ship shuttle buses) would not be able to access the Golden Mile;
- access for people on bikes or using e-scooters would be limited to certain streets within the Golden Mile and to specific locations within the street (e.g. cycle path);
- emergency services responding to an incident would have full access;
- maintenance vehicles (e.g. refuse collection, arborists, street cleaners, water/sewer inspection) would have access limited to certain streets within the Golden Mile at specific times of day;
- enforcement vehicles (e.g. parking services vehicles, vehicle recovery and tow trucks) would have unrestricted access but be controlled by City Council operating agreements;
- large commercial vehicles more than 6m long (e.g. deliveries, cash collection vehicles, trade vehicles) would have access limited to the Golden Mile at specific times of day avoiding peak times for buses;
- small commercial vehicles would not be able to access or use the Golden Mile, but provision for waiting and loading in side-roads would be improved;
- taxis and Rideshare (e.g. Uber) would not be able to access the Golden Mile with exceptions for Courtenay Place during the late evening period when access and movement would be controlled;
- food delivery services would be banned from accessing the Golden Mile with exceptions for Courtenay Place during the late evening period when access and movement would be controlled;
- private Motor Vehicles would be banned from accessing the Golden Mile with exceptions for vehicles being used to access off-street parking that can only be accessed via the Golden Mile (for example, there are several off-street private car parks that can only be accessed from Woodward Street).

Since the recommended option and Concept of Operations presented in the Business Case was agreed, the project team have been working to develop the regulatory mechanisms and operational access controls needed to achieve the project objectives and realise the project benefits.

¹ Refer Appendix D, Chapter 4

Options for Regulating Access to the Golden Mile

The approved Business Case (Appendix I) documented work to scope the mechanisms by which access to the Golden Mile could be managed. The purpose was to demonstrate that would be possible to establish the controls necessary to give effect to the Concept of Operations described above. This work also sought to identify the opportunities and challenges associated with regulating access. It identified and considered high level options and assessed the main implications, and advantages and disadvantages with each. The main options identified and considered were:

- 1) Road Traffic Controls whereby specific classes of vehicles are restricted on specific days and times (for example “No entry except Buses” or “Bus Only Lanes”);
- 2) “Permitting System” - a Golden Mile access permit would allow permit holders who meet WCC requirements in relation to road use, vehicle class, type or travel time period to access the corridor; and
- 3) Physical Access Controls such as electronically controlled gates, barriers or bollards (noting that these would also need to be supported by a WCC Traffic Resolution).

The main difference between options (1) and (2) is that with option 1, access is more strongly aligned to vehicle type whereas option (2), a “permitting system”, was more nuanced and could be designed to manage access according to trip purpose as well as vehicle type. Options such as rising bollards were not appropriate due to the frequency of buses within the main corridor. At the time of the Single Stage Business Case, it was concluded that a combination of options 1 and 2 was likely to be necessary to achieve the objectives for the Golden Mile.

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Proposed Traffic Resolutions: Access Controls

This section is a summary of the proposed traffic resolutions on which the public have been consulted. While the proposed traffic resolutions include provisions for kerbside controls (e.g. stopping loading, parking) this paper is focused on the proposed traffic resolutions as they relate to access to the Golden Mile. In summary, the proposed traffic resolutions would establish:

- special vehicle lanes on the Golden Mile roads, and
- a system to allow vehicles authorised by WCC to use the special vehicle lanes.

The special vehicle lanes would restrict motor vehicle use except for:

- 1)** Buses
- 2)** Vehicles used for specified purposes that are authorised by Wellington City Council

The types of vehicles it is proposed will be eligible for an authorisation and thereby become “authorised vehicles” and able to use the Golden Mile include:

- Goods or service vehicles over six metres in length being used to service adjacent property or undertake public works;
- Trades vehicles being used as part of contracted trade services to property, or undertake public works where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable;
- Vehicles that are eligible to park in off-street car parks that can only be accessed via the Golden Mile;
- Cash collection vehicles;
- Specialist motor vehicles undertaking waste collection and street cleaning activities;
- Local government enforcement vehicles undertaking compliance activities at any time.
- Vehicles in special circumstances where applicants can demonstrate that it is impracticable to undertake activities requiring a vehicle using the side streets for loading or unloading, or where any of the classes of vehicle described above require access to the Golden Mile at peak times.

Emergency vehicles being used in an emergency (police, ambulance, fire, civil defence, or defence force) or marked police vehicles on non-emergency enquiries will be able to access the Golden Mile at any time.

The authorisation system would also allow WCC to manage the times when authorisation holders are allowed to access the corridor. Authorisation holder access to the corridor at peak times for public transport will be granted only by exception.

It is proposed that sections of the Golden Mile that are already Bus Only special vehicle lanes are to remain. In Lambton Quay and Willis Street northbound, which are not currently Bus Only special vehicle lanes, it is proposed the new special vehicle lanes will operate at all times. In Courtenay Place, to reflect the specific needs of that street, it is proposed the special vehicle lanes will operate everyday between 07:00 and 21:00. The specific needs of Courtenay Place are discussed further in later sections of this report.

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The following sections summarise the development of the proposed traffic resolutions, the main considerations and options considered, the advantages and disadvantages of each option and the key rationale for the options included in the proposed traffic resolutions.

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Development of the Proposed Access Controls

As previously outlined, one of the key changes necessary to achieve the Golden Mile project objectives is to restrict private vehicle access to the Golden Mile. There is a desire that any access controls that are created can be enforced by the Council. The only “moving” traffic offence that WCC is empowered to enforce is for unauthorised use of a special vehicle lane, which is an infringement offence.

This section summarises some of the main choices that were made when designing the proposed traffic resolutions that are to give effect to the concept of operation agreed by the LGWM partners. It covers options relating to:

- the design of the access controls
- type of traffic control
- requirements for road markings and signs; and
- authorised vehicles.

Considerations when Designing the Access Controls

The project team used the Concept of Operations, summarised above, as a starting point when designing the proposed access controls. Since the business case was approved, the team have refined and added detail to the proposed access controls, to take into account:

- feedback received during various phases of public and stakeholder engagement;
- the statutory powers available to Wellington City Council to control traffic;
- rules governing the traffic signs and road markings that can be used to communicate the controls;
- the powers available to Wellington City Council for enforcing moving traffic infringements;
- the practicalities of enforcing moving traffic infringements; and
- the administrative implications of operating a system for managing access to the Golden Mile.

Type of Traffic Control

Several types of traffic control for limiting access to the corridor were considered:

- 1)** Traffic Resolutions establishing No Entry Except Buses and Authorised Vehicles
- 2)** Traffic Resolutions signed with General Regulatory Signs
- 3)** Traffic Resolutions establishing Special Vehicle Lanes

Initially the use of “No Entry Except...” traffic controls (see image right) and signage were favoured. These controls could be signed in accordance with the Traffic Control Devices Rule 2004² and were seen to be sufficiently clear for road users. This option was however discarded because WCC is not empowered to enforce this traffic control.



The use of general regulatory signs (example below) was also considered. These signs must be text based (no symbols) and should include no more than 11 words. Again, Wellington City Council would not be able to enforce such access controls. The only “moving” traffic offence that WCC is empowered to enforce is unauthorised use of a special vehicle lane, which is an infringement offence.



Police are empowered to enforce moving traffic infringements such as a vehicle entering a road despite a “No Entry” sign or a vehicle turning right despite a “No Right Turn” sign. It is however considered unlikely that Police will prioritise enforcement of traffic controls aimed at giving buses priority in a central city environment. Their published strategy³ states that they will apply an evidence-based approach to identify and “prioritise activity and deployment models that address harm contributing offences over regulatory offences, and deliver at a level to meet deterrence principles”. The key performance indicators (KPIs) against which Police indicate they will measure their enforcement activities relate to drug and alcohol impaired driver offences, distraction, speed and dangerous driving offences.

It was concluded that, even if Police were able to prioritise enforcement of “No Entry Except Authorised Vehicles” controls, it would not be practical to coordinate Police enforcement involving an authorisation system administered by WCC (how would Police know which vehicles are authorised?).

It was therefore concluded that the only reasonably practicable option for traffic controls that could be enforced by WCC for limiting access to Golden Mile would be by creating special vehicle lanes.

WCC can establish a special vehicle lane by passing a resolution under the Wellington City Council Traffic and Parking Bylaw 2021 (Bylaw). The resolution must specify the type of special vehicle lane, and the hours of operation of the special vehicle lane (if applicable). WCC also has the power to specify which types of vehicles can use a special vehicle lane – common examples include Bus Only Lanes, Bus Lanes, Cycle Lanes, Car Sharing and Freight Lanes.

Need for an Authorisation System for the Special Vehicle Lanes

Initially during the development of the Business Case, the Concept of Operation was that special vehicle “Bus Only” lanes would be established for the majority of the corridor to prioritise bus movements and improve public transport level of service along the Golden Mile. This would maximise the benefits not only for public transport users, but also for pedestrians.

Following consultation with the Road Transport Forum during 2021, LGWM partners agreed that they would like heavy commercial vehicles to be able to access the corridor outside peak times for buses. The rationale for this decision was that requiring large commercial vehicles (longer than 6m in length) to

² Land Transport Rule - Traffic Control Devices 2004 | NZ Transport Agency (nzta.govt.nz)

³ safe-roads-control-strategy.pdf (police.govt.nz)

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regularly perform turning manoeuvres in narrow no-exit streets abutting the Golden Mile would create an unacceptable safety risk for pedestrians and other vulnerable road users.

Engagement with businesses and residents located on the Golden Mile in 2022 also identified a community desire for infrequent off-peak access to the Golden Mile by light vehicles. Examples of situations when this was desirable include tradespeople involved with building refurbishment and repairs on the Golden Mile, or people moving house from an apartment on the Golden Mile using a car.

Options to enable large commercial vehicles and infrequent light vehicle access to the special vehicle lanes on the Golden Mile included:

- 1) time restricted traffic controls (e.g. bus only lanes that operate at peak hours only with unrestricted access outside the times of operation); or
- 2) special vehicle lanes that exempt certain vehicle types at specific times of the day (e.g. special vehicle lanes operates at all times, with heavy commercial vehicles permitted between 10:00 and 16:00); or
- 3) implementation of an authorisation system, where authorised vehicles would only be able to access the Golden Mile in accordance with the conditions of the authorisation.

Between June and September 2022, different road sign and road marking combinations to communicate the three special vehicle lane options described above were considered. The team found that only Option 1 above could be signed in accordance with the Traffic Control Devices Rule 2004. In order for the special vehicle lanes to be enforceable without risk that infringement notices could be overturned, the special vehicle lanes would need to be signed in accordance with the TCD Rule or an authorisation or exception from the Director of Land Transport Safety granted.

While option 1 is a commonly applied traffic control device which could be signed in accordance with the TCD Rule, it was concluded that allowing unrestricted vehicle access to the corridor outside peak times for buses would substantially erode the benefits sought from the project. On this basis it was decided not to proceed with this option.

Early designs for option 2 sought to communicate:

- the times when the special vehicle lanes were operational;
- the vehicle class permitted to use the special vehicle lanes at any time (i.e. buses);
- the times when other classes of vehicles (e.g. heavy commercial vehicles, permit holders and otherwise authorised vehicles) were exempt from the controls – i.e. the times when other vehicles could use the special vehicle lanes.

Following feedback from Waka Kotahi officers in December 2022 and January 2023, it was agreed that the signs included too much information, would not be readily understandable to road users and were misaligned with the TCD Rule. It was therefore agreed that the proposed access controls needed to be simplified and could not include times when other classes of vehicles were exempt from the controls.

The current regulatory framework for special vehicle lanes controls does not provide for different vehicle classes to be permitted at different times of the day. At times when the special vehicle lane operate, vehicle classes are either permitted or not.

If heavy commercial vehicles were a permitted vehicle class, they could use the corridor at any time of day including during peak hours for buses, thereby eroding the project benefits. It was therefore determined that all motor vehicles except buses, emergency vehicles being used in an emergency and marked police vehicles⁴ should be required to apply for authorisation, as per option 3.

The rationale for a proposal to implement an authorisation system (option 3) is that it:

- enables a more nuanced approach by allowing WCC as the road controlling authority to consider the purpose for which a person requires vehicle accessing the corridor as well as the vehicle type; and
- provides a mechanism to manage the times when motor vehicles may access the corridor.

It is proposed that authorisations granted would identify the times when vehicles are authorised and that those times would reflect the reason for needing access. For example, most authorisations would not be valid at peak times for buses.

Eligibility for an Authorisation

The design for the authorisation system, and the categories of vehicles that would be able to apply for an authorisation, used the Concept of Operation endorsed by the LGWM partners as a starting point. An officer working group was established to work through the categories and consider in more detail how they could be applied in practice, the implications for administering the system and the implications for people living, working, doing business and visiting the city. Refinements to the categories sought to achieve an appropriate balance between:

- achieving the project objectives;
- administrative burden for Council;
- administrative burden for people applying for authorisations; and
- implications for different parts of the community.

The approach to determining eligibility for an authorisation has been guided by the following principles:

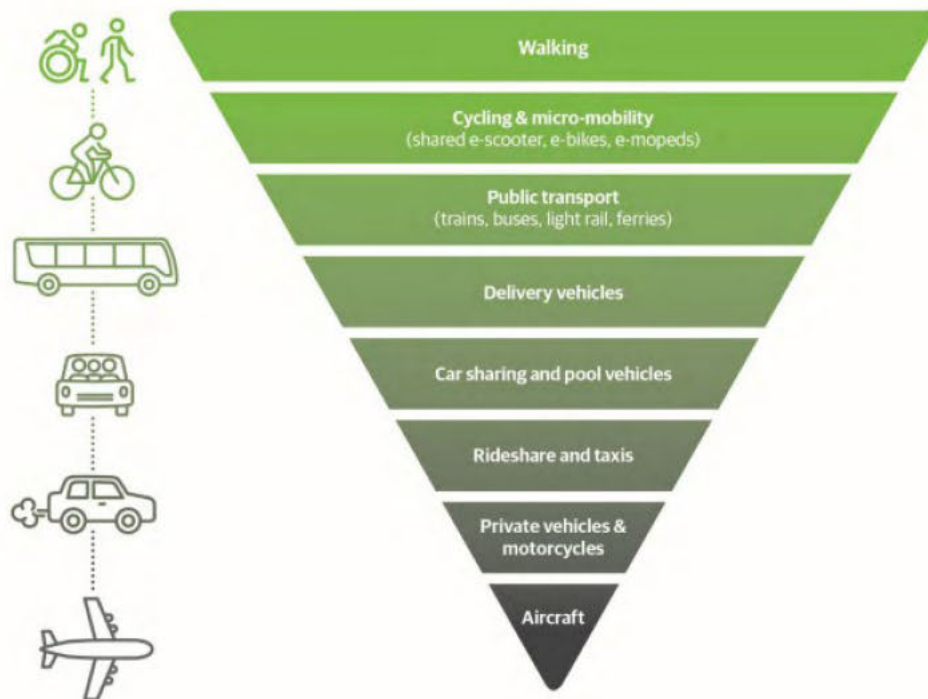
- achieving the objectives for the Golden Mile, and maximising the project benefits sought, requires the number of motor vehicles in the corridor to be minimised as far as possible;
- the Te Atakura First to Zero transport hierarchy should influence the design (see below);
- some access for motorised vehicles is necessary in certain circumstances; and
- where possible, access for motorised vehicles at peak times for buses should be avoided.

The working group considered the transport hierarchy from the Te Atakura First to Zero: Wellington's blueprint for a Zero Carbon Capital. This is reproduced below. A key aspect of this hierarchy is that active modes of transport, such as walking and cycling, and public transport have the highest priority. It also

⁴ It is established practice that emergency vehicles being used in an emergency and marked police vehicles on non-emergency are permitted within special vehicle lanes.

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shows the relative priority for other forms of transport when making decisions on the use of road space. Delivery vehicles have a higher priority than rideshare, taxis and private vehicles.



In refining the proposed authorisation categories, the working group sought to tailor the standard authorisation conditions (e.g. time of day, period for which authorisation is granted) to different circumstances that could require people to apply for an authorisation. For example, it was considered undesirable to provide motor vehicles that only had a legitimate reason to access the corridor once, with an authorisation for a whole year. Refinements to the proposed system were also informed by discussions with the community in July and August 2022.

The draft Authorisation Guidelines include provision for monitoring applications and the numbers of authorisation granted for the same vehicle to enable continuous improvement of the authorisation system. This approach, which is adopted from other Council administered authorisation systems, is intended to enable systematic refinement and optimisation of the authorisation system.

The following sections of the report describe the specific needs of various groups for access to the Golden Mile and the options considered. These are:

- 1)** Cyclist and Pedestrian Safety on Off-Road Path
- 2)** Courtenay Place - Authorised Users and Times of Operation
- 3)** Willis Street - Provision for People on Bikes
- 4)** Manners Street and Lower Cuba Street

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- 5) Purpose of Loading Bays within the Golden Mile Corridor
- 6) Consideration of Access for Other Vehicle types
- 7) Side Road Layout Design Philosophy
- 8) Consistency of Special Vehicle Lanes within the Golden Mile

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Cyclist and Pedestrian Safety on Off-Road Path

The recommended option in the Single Stage Business Case included provision for dedicated or shared space for cyclists and e-scooters on Courtenay Place and Lambton Quay (north of Panama Street). The SSBC did not confirm the form or target level of services for the facility. This was to be determined during the design process.

The project is not intended to enable people to cycle from one end of the Golden Mile to another. The route does not currently provide this function. Instead, different sections of the Golden Mile perform different functions for people on bikes or scooters. The project has been designed with an appreciation of the aspirations for the City Council's Pōneke Bike Network Plan. The project has also been designed to integrate with other cycle facilities being developed in parallel as part of the LGWM City Streets for People and WCC Transitional Cycleway programmes.

The factors that were considered in the refinement of the off-road path are documented in the Golden Mile Developed Design Report, October 2021. A series of workshops in early 2022 involving representation from Wellington City Council and Waka Kotahi were organised to:

- agree the design philosophy for the off-road path; and
- confirm the design features intended to minimise the risk of collisions between pedestrians and people on bikes or e-scooters.

The workshops were designed to achieve agreement on how the off-road bike facilities needed to perform both in terms of movement, but also in terms of place. During these workshops various design options were considered including geometry, width, surface type, level differences, delineation using landscaping/street furniture and interface with pedestrians. After considering various options, it was agreed that the project should deliver a facility with high quality surface but that the facility should be designed to discourage people from riding at high speeds.

It was agreed that a high level of service, fully separated cycle facility where people on bikes can travel at high speed was not appropriate for streets within the Golden Mile due to the high numbers of pedestrians and "high street" environment.

The main purpose of providing a facility on Lambton Quay is to provide access to final destinations. Courtenay Place is a primary part of the network and it is expected that the route will be used by people on bikes travelling through to reach other parts of the city.

Currently, there are 65 times more pedestrians in the corridor than people on bikes. The design philosophy is that the Golden Mile is primarily a pedestrian area that people on bikes and e-scooters will be able to use. The design will separate pedestrians and people on bikes or e-scooters between intersections/nodes (through the provision of a cycle path) and then use tactile and visual cues to encourage slower speeds at locations where pedestrian / cyclist interaction is expected.

Consideration was given to continuing the cycle path through the nodes / intersections and managing the interaction between pedestrians and people on bikes using either signal control or zebra crossings. It was agreed during the workshops that this approach was not aligned to the project objectives and would impact on pedestrian movements across the corridor. It was concluded that the intersections/nodes would be designed as shared spaces where pedestrians have priority and include specific features to encourage slower speeds and ensure good intervisibility between pedestrian and cyclists.

Courtenay Place – Authorised Users and Times of Operation

The character of Courtenay Place and the businesses located around it are distinct from other parts of the Golden Mile. Courtenay Place is Wellington's centre of entertainment activity, and has a variety of restaurants, bars, cinemas, and theatres. It is surrounded by offices and apartments. The street space along Courtenay Place is used by over 40,000 people each day.

Various factors have been considered when developing the proposed times of operation and authorised users for the special vehicle lane in Courtenay Place. In developing the current proposal, the team has considered feedback heard through stakeholder and community engagement in 2022 and 2023. Various, sometimes competing, aspirations were identified through various phases of stakeholder and community engagement including:

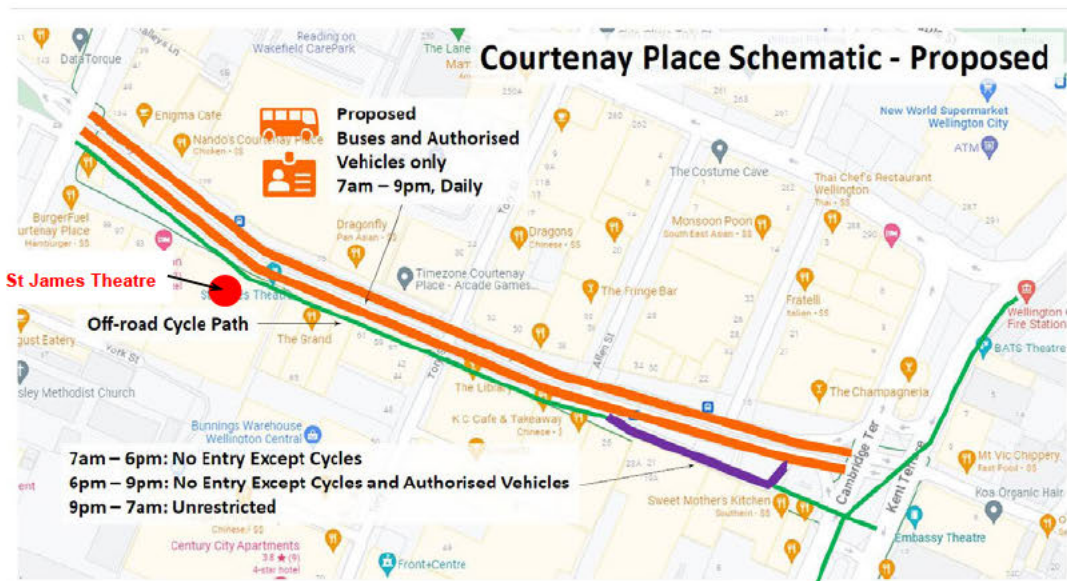
- desire to minimise traffic in the corridor at peak times for buses;
- desire to minimise motorised traffic in Courtenay Place service road to minimise conflicts with people riding bikes or e-scooters (the off-road cycle path connects with Kent / Cambridge Terrace via the service road which is proposed will operate as a shared space);
- desire to allow taxis, and rideshare vehicles and private vehicles to access the corridor so as to be able to take people home from bars and restaurants;
- desire to allow food delivery vehicles to access Courtenay Place (particularly the service road) to collect from restaurants; and
- desire to allow private motor vehicle access to enable elderly or less mobile passengers to be dropped off and picked up close to the entrance of the St James Theatre.

The image below is a schematic diagram showing the main elements within the proposed traffic resolution for Courtenay Place. It highlights the location of the service road (proposed to be retained as a shared space), the off-road cycle path and the St James Theatre. It also shows the vehicles it is proposed are permitted within the special vehicle lanes (Buses and Authorised Vehicles) and the proposed times of operation for the Special Vehicle Lanes (7am to 9pm, daily). The rest of this section summarises the factors that have been considered and the rationale for the proposed traffic resolutions relevant to Courtenay Place.

Early iterations of the design sought to create special vehicle lanes that operated at all times, but which exempted certain vehicle types at specific times of day. Consideration was given to options that allowed taxis, rideshare vehicles and vehicles being used for food deliveries in the evenings and at night.

The primary reason these early iterations were discarded was the inability to sign the special vehicle lanes in accordance with the Traffic Control Devices Rule, including concerns about (as outlined above). A secondary reason was that it is often impossible to differentiate between rideshare vehicles or vehicles being used for food deliveries and a vehicle being used for private purposes. Both these factors would have made the early iterations essentially unenforceable.

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Consideration of Access for Taxis and Rideshare

Consideration was given to options which would not permit taxi and rideshare vehicles to use the special vehicle lanes or access Courtenay Place, but instead pick-up and drop off customers from side roads such as Blair and Allen Street. Police advised that this would create a high risk of public disorder and that situations that encourage large groups of potentially inebriated people to congregate and potentially compete for transport home should be avoided. They emphasised, that to minimise public disorder and address personal security issues in Courtenay Place (as highlighted by Pōneke Promise), it was important that bar and restaurant patrons are able to move directly into a taxi or uber as quickly as possible.

Options requiring drivers of taxis and rideshare vehicles to apply for an authorisation and thereby be permitted to use the special vehicle lanes were identified and considered. It was, however, concluded that it would be unreasonable to expect every taxi or uber driver that wishes to use Courtenay Place to apply for their vehicle to be authorised. This option was discounted on the basis that the number of taxis and Rideshare vehicles within the city would result in impractical administrative burden on Council. A secondary consideration was that it would not be possible to distinguish taxi or rideshare vehicles picking up or dropping off customers in Courtenay Place from those travelling through to a different destination.

After considering the various options above, it was proposed that the Courtenay Place special vehicle lanes should be part time to allow access for all vehicles, including taxi and rideshare vehicles, at night.

St James Theatre Drop Off and Pick-up

The proposed traffic resolutions provide for P10 Loading Zone parking on the southern side of Courtenay Place close to the entrance of the St James Theatre. This could be used during the day, when the special vehicle lane is operational, by authorised vehicles, for example for loading and unloading goods. It could also be used once the special vehicle lane is no longer operational by anyone, including vehicles being used to pick up people who have attended a performance at the theatre.

The proposed traffic resolution for Courtenay Place do not enable theatre-goers to be dropped off in front of St James Theatre before a performance, many of which start at 7.30pm. Under the current proposals, motorists who wish to drop off passengers with mobility issues near the entrance to the St James Theatre during the proposed operating hours for the special vehicle lanes could apply for a special circumstances authorisation if they can demonstrate that other alternatives are impractical. If an authorisation is granted, the P10 parking close to the entrance can be used for drop offs and pick ups,

Other alternatives to allow passenger drop-off prior to theatre performance include:

- using the mobility car park on the eastern side of Taranaki Street, which is 100m from the theatre entrance
- using the nearest paid on-street car parks, which are located on Taranaki and Tory Street are 130m and 170m from the theatre entrance respectively
- reducing the times of operation for the special vehicle lanes (e.g. finish at 7pm)
- developing an off-street, short stay parking area accessed from Holland Street behind the theatre to service drop-off and pick-up – a distance of approximately 140m.

Access from the back of the building through York Street was also considered. However, the rear entrance to St James Theatre building is predominantly for goods, equipment, services and staff, and not fit for purpose as an accessible entrance/ exit for theatre-goers.

Courtenay Place – Service Road Loop

The operation of the service road on the southern side of Courtenay Place, close to its intersection with Cambridge Terrace (shown in purple in the diagram above) is another consideration for the proposed times of operation for the special vehicle lanes. The Courtenay Place service road is currently used as a designated taxi pick-up area late at night on 10pm to 8am on Friday to Sunday nights. This arrangement was initially implemented as part of the Poneke Promise to enable customers who have visited bars and restaurants to easily access a ride home. This arrangement also helps to reduce the number of taxis and rideshare vehicles stopping illegally in bus stops on Courtenay Place.

Businesses located on Courtenay Place have indicated that food deliveries are an important contribution to the financial viability of the fast-food restaurants located on the Courtenay Place service road. They have explained that the busiest time is 5pm onwards when they dispatch most deliveries. These businesses would like delivery drivers to be able to park outside, or at least very close to, their business.

The proposed design would see the service road providing a connection between the off-road cycle path and facilities for people on bikes within the Kent / Cambridge corridor. There is insufficient space to provide both a service road, an off-road cycle path and bus stops with comfortable waiting areas. The current proposals see the service road reserved for use by pedestrians and people on bikes during the day with access for motor vehicles in the evenings.

The proposal which was consulted on seeks to balance the need for people to quickly leave the area after a night out while prioritising the shared space service for pedestrians and people on bikes during the day. The proposed traffic resolutions do not enable motor vehicle access to the service road before 7pm.

Observations of weekend activity in Courtenay Place in February 2022, to better understand the way in which this part of Courtenay Place is used, found that:

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- most pedestrian congestion occurs as queuing for Lulu bar between 12-1am, and again between 3-4am outside the food outlets;
- taxis were most prominent between 3-4am and stop in front of food establishments;
- prior to 3am, the majority of cars in the service alley are not branded or / identifiable as taxis;
- many of the cars parking in the P10 car parks and the 30min loading bay stopped for longer than allowed;
- at night cars were frequently stopped illegally in the bus stops;
- scooters / mopeds are the most recognisable as food delivery drivers – jackets are a key indication; and
- scooters / mopeds stop in the ends of parking bays and loading zones for short periods while they pick up food orders.

Figure 6, shows average daily flow profile for people on bikes on radial approaches to central Wellington in 2021. The blue shaded areas show the times when, according to the proposed traffic resolutions, the special vehicle lanes would not be operational and when any vehicle can move within Courtenay Place and within the service road. The orange shaded area shows the time when, according to the proposed traffic resolutions, authorised vehicles would be permitted to drive on the main carriageway of Courtenay Place but the service road would be reserved for pedestrians and cyclists. 3% of the total daily demand for people on bikes occurs between 9pm and 6am. 36% of the total daily demand for people on bikes occurs between 5pm and 9pm.

Figure 6 - Daily Flow Profile for People on Bikes (2021)

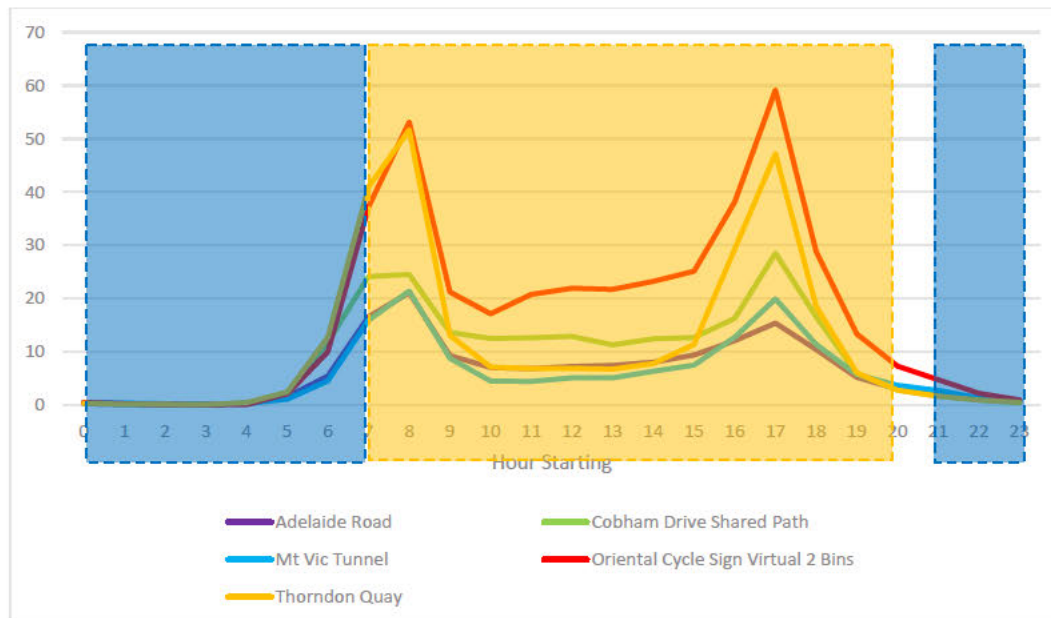
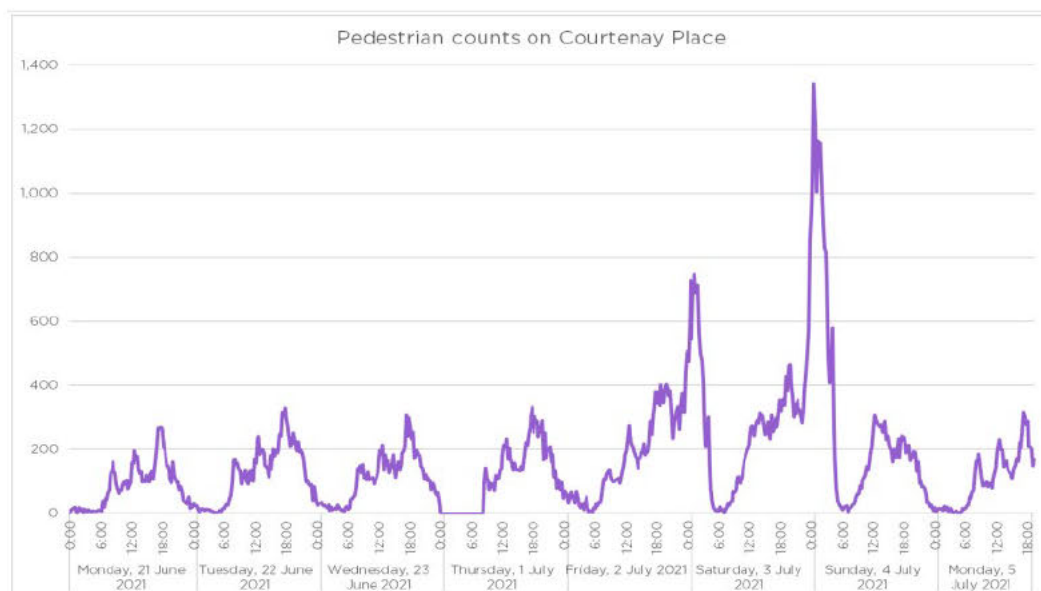


Figure 7, overleaf, shows daily pedestrian counts in Courtenay Place for selected days in June and July 2021.

Figure 7 - Courtenay Place Pedestrian Counts



Collectively the three figures show that:

- on weekends, the service road is busier in the late evening than in the early evening;
- the numbers of cyclists on approaches to the central city starts to build from 6am;
- for many of the radial routes, numbers of cyclists are higher at 6pm than at 6am; and
- on Fridays and Saturdays there are more pedestrians counted on Courtenay Place after 6pm than in earlier parts of the day.

Alternative Times of Operation for the special vehicle land and service road

The times included within the proposed traffic resolutions consulted on sought to seek a reasonable balance between conflicting demands. The proposed traffic resolutions allow access to Courtenay Place for buses and authorised vehicles between 7am and 9pm. Under the current proposals the service road may only be accessed by motor vehicles from 6pm. These different times of operation are not desirable. They could be confusing and poorly understood by road users which may result in low compliance. This was a compromise. Ideally both would be subject to the same access controls. The proposed times of operation:

- minimise the number of vehicles in the corridor at peak times for buses;
- reserve the shared space connection between the Courtenay Place off-road path and cycle facilities on Cambridge Terrace for pedestrians and cyclists between 7am and 6pm;

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- allows for taxis and rideshare vehicles to wait in the shared space and other locations on Courtenay Place after 9pm when people may want to travel home; and
- do not provide for motor vehicles being used for food delivery who would instead need to park their vehicles in loading bays provided on Cambridge Terrace, Blair, Allen and Tory Streets.

The nearest loading bays are proposed to be located in Blair and Allen Streets, approximately 60m from the Courtenay Place service road. Additional loading bays could be provided in these streets by removing additional paid parking spaces.

Alternative times of operation for the special vehicle lanes have been considered and involve trade-offs. Reducing the time of the hours of operation for the special vehicle lanes will:

- increase access for people using motor vehicles to collect fast food deliveries drop-offs;
- increase access for motorists dropping off passengers attending shows at the St James Theatre;
- affect pedestrians and cyclists use of the service road shared space; and
- reduce the level of services of the cycling connection between for Cambridge Terrace and Dixon Street (primary link in the Bike Network).

Feedback representing fast food retailers indicates that they would like motor vehicle access for food delivery collections from 5pm. A later time is unlikely to meet their aspirations.

Options to include mopeds / powered scooters, which are often used for food delivery, as an authorised vehicle at any time of day were considered but discarded on safety grounds. Any head-on collisions resulting from moped overtaking stationary buses are likely to be serious, if not fatal.

Willis Street - Provision for People on Bikes

There are several sections of the Golden Mile that are currently "Bus Only". These are:

- Customhouse Quay and Willis Street southbound from Hunter Street to Manners Street;
- Manners Street eastbound from Willis to Victoria Streets Monday to Friday 6am – 7pm;
- Manners Street westbound from Victoria to Willis Streets at all times;
- Manners Street between Cuba and Victoria Streets in both directions at all times

The proposed traffic resolutions do not seek to changes existing "Bus Only restrictions.

Considerations for Accommodating People on Bikes in Bus Lanes

The relative safety of people riding bikes or using faster mobility devices in bus lanes and bus only streets is influenced by:

- the width of the bus lane or bus only street and the ability for buses and cyclists to pass each other;
- the speed and volume of buses in the lane relative to traffic in any adjacent lane; and
- the provision of safe and direct facilities on alternative streets.

International guidance suggests that a case by case, context specific approach should be adopted for decisions regarding the interaction of buses and bikes in busways or bus only streets. New Zealand and international guidance suggest that, where roads are wide enough, bus lanes should be 4.2m wide (this assumes that traffic in the adjacent lane is travelling in the same direction). Bus lanes that are this wide allow buses to overtake cyclists safely and reduces the likelihood of interference from general traffic in the adjacent or opposing lane. Sufficiently wide bus only streets and contraflow bus lanes can be safe for people on bikes if the junctions at either end remove or reduce conflicts. Between junctions the crash risk for people on bikes tends to be low if sufficient width is provided.

Bus lanes that are narrower than 3.5m will mean that cyclists wishing to pass a stopped bus (~2.5m wide) will need to will need to leave the lane to pass and overtake. The flow and speed of traffic in an adjacent lane will determine the safety risk to cyclists associated with this manoeuvre. Bus Only lanes in these streets are approximately 3.3m to 3.4m wide which means that to pass each other, buses or cyclists must cross the centreline into the path of vehicles travelling in the opposite direction. The narrow overall carriageway width means that there is little space to avoid a collision should a bus driver or cyclist make a dangerous decision. For someone on a bike, such a mistake is likely to lead to serious injury if not death.

Willis Street Northbound

Currently Willis Street northbound is available to any traffic, including people on bikes. During the development of the business case, options to restrict people on bikes from cycling northbound on Willis Street were considered, but discounted due to the additional travel distance an inconvenience it would impose on people who cycle. Victoria Street is one-way southbound. The nearest alternative routes for people to cycle from north to south are The Terrace or Taranaki Street. It was concluded that people should continue to be able to cycle northbound on Willis Street, at least until such time as City Streets for People projects have delivered a separated cycle facility enabling north and southbound travel on Victoria Street.

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The design has evolved to address safety concern associated with people on bikes using busways. Early designs saw the footway widened at Stewart Dawsons corner to relieve footpath crowding at one of the central city's busiest bus stops. This was paired back to allow 4.6m width at the bus stop for people on bikes to pass stationary buses without crossing the centre line. The change responded to a December 2021 safety review that highlighted the safety risks at this location.

Willis Street Southbound

Public consultation has identified calls for changes that would revoke the Bus Only restrictions on Customhouse Quay and Willis Street southbound to allow people on bikes. This has been considered but discounted on the basis of road safety. Unlike at Stewart Dawsons corner, there is insufficient width in Willis Street at the Unity Books bus stop to provide space for people on bikes to pass stationary buses without crossing the centre line.

Safety specialists within the design team concluded that the risk of death and serious injury would increase if people on bikes were permitted in Willis Street southbound. A second, independent safety assessment in May 2022 drew similar conclusions.

Their conclusion was that while "the risk to southbound cyclists on Willis Street would diminish during certain off-peak periods of the day as a result of fewer buses travelling on the Golden Mile, the Safety Audit Team (SAT) view is that it is inherently safer for southbound cyclists to continue to travel via Victoria Street with its ease of signing, directness of route and minimal risk perspective. The SAT considers that, from a safety perspective, southbound cyclists should not have the option of using Willis Street and that the status quo should remain."

The independent reviewers' recommendations were made in context of the current state of Victoria Street. They did not consider the implications of proposed creation of a two-way separated cycle facility along the length of Victoria Street.

Cycling on the Carriageway in Courtenay Place and Lambton Quay

The concept agreed by the Let's Get Wellington Moving partners in 2021 included provision for off-road cycle paths in Courtenay Place and Lambton Quay. The special vehicle lanes as described in the proposed traffic resolutions do not allow for people to cycle in the carriageway in Courtenay Place and Lambton Quay. The rationale for this is the safety concerns associated with people on bikes passing buses that are stationary at stops, as described above.

Early consideration was given to changing the carriageway width. If the design was adjusted to allow people on bikes to safely pass stationary buses, the carriageway width would need to increase from 6.4m to say, 8.4m (4.2m x 2). The total width increase would be 2m, assuming a consistent width. The implications of increasing the space set aside for movement are:

- safer environment for people riding bikes or e-scooters in the carriageway;
- less space within the corridor for landscaping, amenity and streetscape features;
- increased crossing distance making it more difficult for people to cross the road at uncontrolled locations.

Accordingly, the proposed traffic resolutions have kept the carriageway width at 6.4m.

Manners Street and Lower Cuba Street

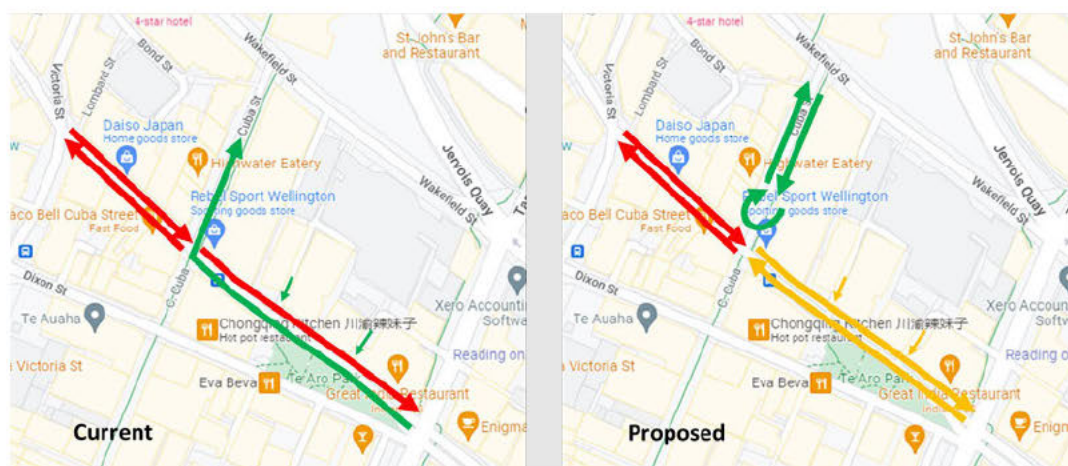
Lower Cuba Street is currently configured as a shared space. It is one-way northbound. Traffic may access lower Cuba Street by turning right from Manners Street, westbound.

Currently all traffic heading westbound along Manners Street from Taranaki Street must turn right into lower Cuba Street. Manners Street is bus only in both directions between Cuba Street and Willis Street⁵. Buses are exempted and may continue into the bus only section of Manners Street.

Service vehicles may turn left from Manners Street westbound into Cuba Mall. They exit via lower Cuba Street northbound. Vehicles may turn right from Lukes Lane and Opera House Lane to exit Manners Street via lower Cuba Street.

The concept approved within the business case would see the connection from Manners Street to lower Cuba Street severed. Lower Cuba Street would become two way. Vehicles would be driven into and exit from lower Cuba Street via its intersection with Wakefield Street.

Manners Street westbound between Taranaki and Cuba Street would be for buses and other vehicles authorised by Council. No restrictions are proposed for Manners Street eastbound from Cuba to Taranaki Street. This is to allow motor vehicles to depart from Cuba Street (between Manners and Dixon Streets), Lukes Lane and Opera House Lane.



Other than minimal changes necessary to accommodate the revised operation of Manners Street, the concept agreed by the LGWM partners in October 2021 did not include streetscape enhancements in lower Cuba Street.

⁵ Manners Street eastbound from Willis to Victoria is part time bus only.

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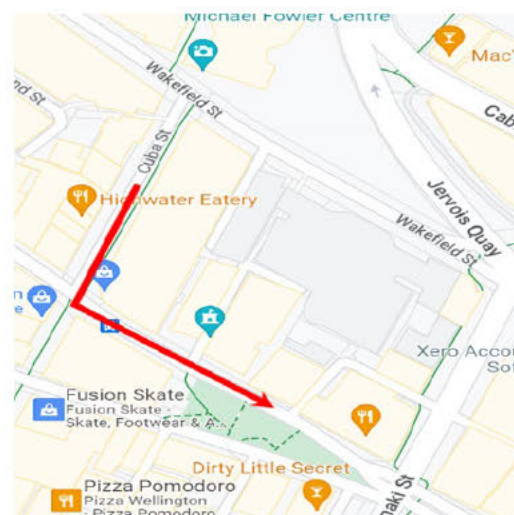
During design workshops in mid-2022, WCC officers indicated that they were considering more a substantial upgrade to lower Cuba Street and would like to revisit traffic access to lower Cuba Street. One option that was signalled was to reverse the Lower Cuba Street one-way system to allow left out to Manners Street as shown.

Changes to Lower Cuba Street are being considered by WCC separate to the Golden Mile project.

Benefits of Closing the Right Turn from Manners Street to lower Cuba Street

In principle, the design team have sought to close every side road connection with the Golden Mile, including the right turn from Manners Street to lower Cuba Street. In general terms, the removal of side road connections allows motor vehicle turning movements to be removed at signal-controlled intersections while maintaining pedestrian crossings, thereby improving the reliability of bus progression along the corridor. It also provides a continuous walking environment allowing pedestrians to walk along the corridor without needing to stop for turning traffic.

Option to Reverse One-way allowing Southbound Only with left turn to Manners



Removing the connection from Manners Street to lower Cuba Street also:

- allows the right turn pocket (see image below) to be removed and the carriageway narrowed;
- reduces the pedestrian crossing distance and crossing time;
- allows the footway on the southern side of Manners Street (to the right of the image below) to be widened creating more space:
 - * for a better bus stop shelter; and
 - * reducing conflicts between people waiting for a bus and people walking along Manners Street.



Options for Lower Cuba Street

The width of lower Cuba Street makes it challenging for large commercial vehicles safely manoeuvre to exit the street via Wakefield Street. Assessments have concluded that:

- 8m rigid trucks should not be forced to reverse when exiting lower Cuba Street;
- it is not acceptable to design on the basis that 3-point turn movements of rigid trucks will enter the accessible zone at the road edges which should be reserved for pedestrians; and
- while more space could be provided by changing existing landscaped areas this will not remove vehicle incursion into the accessible zone.

Options identified to mitigate the issues associated with medium rigid truck turns were:

- 1) ban on trucks longer than 6m using lower Cuba Street – this was considered unreasonable and unlikely to achieve adequate compliance;
- 2) reverse the one-way system and allow all traffic to exit lower Cuba Street via Manners Street eastbound – which could see some erosion of the project benefits for pedestrians and bus users;
- 3) progress design for lower Cuba Street as two-way no exit street and revise design to incorporate a rising bollard that can allow larger vehicles that have a WCC authorisation to exit via Manners Street eastbound; or
- 4) retain the status quo.

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Purpose of P10 Loading Bays within the Golden Mile Corridor

As highlighted earlier, many of the benefits sought from the project are reliant on reducing the amount of general traffic within the corridor. The extent to which these benefits are realised, depends on the level of traffic reduction that is achieved. It is recognised that access for motor vehicles should be retained for some purposes.

The current proposals include P10 bays within the corridor approximately every 50m – 100m. These were added to the design following feedback received during stakeholder and community feedback on earlier concepts. The rationale for this decision was that requiring large commercial vehicles (longer than 6m in length) to regularly perform turning manoeuvres in narrow no-exit streets abutting the Golden Mile would create an unacceptable safety risk for pedestrians and other vulnerable road users. Goods moved from these sorts of vehicles will often be moved along the footpath using a pallet trolley.

Early designs proposed that loading zones within the corridor be reserved only for goods and commercial vehicles. Following community feedback, and as the design progressed to include an authorisation category for special circumstances, it was recognised that provision should be made for other authorised vehicles to stop in these loading bays. Applicants that obtain a special vehicle lane authorisation will therefore automatically be approved to stop in P10 loading bays, for the permitted duration.

For example, the P10 bays may be used by tradespeople who are delivering tools or materials to a worksite adjacent to the Golden Mile. They will usually use vehicles designed especially for the purpose of trade such as vans (without back seats), flat-deck trucks and utility vehicles. Once the loading or unloading is complete, the vehicles, will need to be parked elsewhere. WCC already operates systems for longer building or repair works, where set down or work vehicle stopping areas can be established as required. A recent example is the worksite at Stewart Dawsons corner that occupied footpath and loading areas for several months.

Another example is light vehicles or cars that have a special circumstances authorisation may use loading bays to transport people with mobility or access limitations to an appointment within the Golden Mile.

Consideration was given to providing parking bays with longer durations (P30 for example). Given that the purpose of the loading bays is to provide for loading and unloading and not parking, P10 was considered appropriate. A shorter permitted duration will encourage greater turnover increasing the likelihood that a loading bay is available when needed. It will help to limit the likelihood that an authorised vehicle would be unable to find a permitted place to stop.

Ideas to provide dedicated space for tradespeople to park in side roads were considered but not preferred. This would likely come at the expense of metered car parks. It was also observed that loading bays are not currently intended for tradespeople parking. Making such a change would have implications for the achievement of the objectives of the Golden Mile project, and reduce the benefit for passengers across the bus network.

The design seeks to distribute the loading bays along the length of the corridor as evenly as possible. Their locations have been arranged to avoid bus stops, bus stop waiting areas, footpath pinch points and pedestrian crossing areas.

Early iterations of the design removed the existing loading bay on Lambton Quay at the foot of Plimmer Steps and opposite the Old Bank Arcade. This was reinstated within the design following submissions from residents of apartments accessed from Plimmer Steps.

Consideration of Access for Other Vehicle Types

This section summarises the considerations in relation to other vehicle types that have not been specifically included as classes of authorised vehicles in the authorisation system and the rationale for the proposed traffic resolutions on which feedback was sought. It highlights the considerations associated with:

- Mobility Impaired Drivers and Passengers
- Taxis and Rideshare Vehicles
- Coaches and Tour Buses

Access for Mobility Impaired Drivers and Passengers

The extent to which the objectives of the Golden Mile proposal are achieved, and the project benefits are realised, depends on the level of traffic reduction that is achieved. Currently, mobility parking permit holders can park in time restricted car parks or metered parks for longer than the maximum period indicated by the signs. They may therefore use metered parks located on side roads. The proposed changes to the Golden Mile remove 106 metered parks (58 spaces on Courtenay Place and 48 spaces on Lambton Quay) and one mobility park on Courtenay Place. There are currently no mobility parks on Lambton Quay.

Following community feedback received in July / August 2022 engagement, additional loading mobility parks (reserved for mobility parking permit holders) were added to side roads close to the Golden Mile. The proposed design provides two mobility parks in most of the side roads where the vehicular connection to the Golden Mile is severed. Sections of the Golden Mile where parking is being removed are within 100 – 150m of a mobility park.

The eligibility criteria for a mobility parking permit; as detailed on [CCSdisabilityaction.org.nz](https://www.ccsdisabilityaction.org.nz) website are:⁶

- 1) unable to walk and always require the use of a wheelchair, or
- 2) ability to walk distances is severely restricted by a medical condition or disability. For example, requires the use of mobility aids, experience severe pain or breathlessness, or
- 3) have a medical condition or disability that requires you to have physical contact or close supervision to safely get around and cannot be left unattended. For example, if you experience disorientation, confusion, or severe anxiety.

Medical practitioners are required to confirm eligibility before a mobility parking permit will be issued. The Mobility Parking Permit is issued to an individual, not a vehicle. This means that the parking concessions are available to a Mobility Parking Permit are available whether the holder is the driver or the passenger. Organisations may also apply for a mobility parking permit where they can demonstrate they are:

- a school for children with additional education needs/satellite class.

⁶ <https://www.ccsdisabilityaction.org.nz/mobility-parking>

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- a hospice/hospital.
- a residential aged care facility.
- a residential disability care facility.
- a group home.
- an adult day-care/activities programme.
- a work-based support provider.
- a community-based support provider.

The current proposals provide for mobility parking permit holders to park in dedicated mobility car parks or metered car parks in side roads. Motorists driving elderly or mobility impaired passengers that hold a mobility parking permit can also stop in dedicated mobility car parks. The current proposals would also provide some flexibility to allow access to the Golden Mile and loading bays under a special circumstances authorisation where an applicant can demonstrate that alternative access is impracticable (e.g. it is impractical to move from a car in one of the side roads to their final destination).

Community feedback has highlighted concern about the ability for motorists transporting elderly or mobility impaired passengers that do not themselves drive, including taxis and driving services. They are concerned that they will not be able to stop close to their final destination. In this situation, with the current proposals, they may be eligible for a special circumstance authorisation for .

Options to add an authorisation category for mobility permit holders were considered but discounted due to the pressure it would place on stopping places within the Golden Mile. The concern was that loading zones within the corridor may become oversubscribed, which could lead to either:

- illegal stopping in the special vehicle lane which would affect the movement of buses; or
- illegal stopping on the footpath or bike lane which would affect the movement of pedestrians and cyclists.

Options to provide mobility parks within the corridor were considered but not preferred, because they would reduce the space available for pedestrians, landscaping, streetscape enhancements and cyclists.

Taxis and RideShare Vehicles

The current proposals do not provide for taxis and rideshare vehicles to use the special vehicle lanes. The rationale for excluding taxis and rideshare vehicles as authorised vehicles is:

- Taxis and rideshare vehicles are close to the bottom of the transport hierarchy from Council's Te Atakura First to Zero: blueprint for a Zero Carbon Capital;
- if taxis and ride share vehicles were included as a class of authorised vehicle the resulting number of vehicles on the Golden Mile would disrupt buses, which would affect service reliability;
- there is usually no practical way to distinguish between a ride share vehicle and a private car;
- if taxis and rideshare were included as a class of authorised vehicles, there would be no way to determine whether they were picking up or dropping off a passenger within the Golden Mile or if they are travelling through; and

- there would be an unreasonable administrative burden on applicants (taxi and rideshare drivers) and WCC if authorisations were required.

As described above, the need for taxis and rideshare vehicles to have access to Courtenay Place at night was communicated by stakeholders during early community engagement. For that reason, the special vehicle lane hours of operation for Courtenay Place were reduced so that the special vehicle lane would not operate between 9pm and 7am.

The proposed traffic resolutions that were consulted on would allow taxis and rideshare drivers to drop off and pick up passengers from side roads. Some taxi ranks are proposed, but under the current proposals, there would be a net loss of taxi ranks within the city centre. Some of the reduction would result from the relocation of loading bays and mobility parks from the Golden Mile to side roads and the net increase in mobility parks that is being accommodated in side roads.

Taxi and rideshare drivers with passengers who hold a mobility parking permit would be able to stop in mobility parks while their passenger is disembarking.

Current WCC policy also allows taxis and ride share vehicles to use loading zones for the purpose of pick up / drop off of goods and passengers. This includes parks that indicate “goods and authorised vehicles only”. Drivers are not able to use loading bays as waiting area. The current WCC policy would allow taxis and rideshare vehicles to use loading bays in the side streets to drop off and pick up passengers.

Coaches and Tour Buses

Under the current proposals, buses are a class of vehicle that is permitted to use the special vehicle lanes. The Land Transport (Road User) Rule 2004 defines a bus as “a passenger service vehicle that has more than 9 seating positions (including the driver’s seating position)”.

Under this definition of a bus, most minibuses would be entitled to use any “Bus Only” special vehicle lanes on the Golden Mile. This means that the proposed traffic resolutions allow buses that are not being used to deliver Metlink services to drive within the corridor. Non-Metlink buses could stop in P10 loading bays to allowing passengers to board and alight.

There are a variety of buses that currently access the corridor. These were identified through meetings with Grow Wellington and industry groups representing bus and coach companies. They include:

- scheduled bus services - contracted to Metlink;
- Series Coach Tours – organised, multi-day tours of New Zealand;
- Cruise ship shuttle buses;
- Sightseeing tours – take tourists to destinations such as Zealandia and Weta workshop; and
- charter coaches – for example where a rugby team or social club organises a weekend trip to visit Wellington.

The numbers of buses or coaches that are not providing scheduled services are relatively small. They have historically tended to access the corridor outside weekday peak hours. There have historically been issues where sightseeing tours have stopped in bus stops close to Cable Car Lane, affecting scheduled bus services.

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Options to restrict access to the corridor for buses and coaches, not being used for Metlink services, have been considered. While it is possible to make a traffic resolution that limits special vehicle lane access to only scheduled bus services, the Traffic Control Devices Rule does not provide for this distinction within permitted special vehicle lane signage. Developing a sign that is not consistent with the Traffic Control Devices Rule creates a risk that infringement notices may be vulnerable to challenge.

A common approach is to layer the controls and use a general regulatory sign (such as the photograph of signs outside the Mount Victoria Tunnel). A general regulatory sign would not be enforceable by Council but could be enforced by police. While including a general regulatory sign has been considered, it is not currently included within the proposed traffic resolutions and is seen as an element that could be added if non-scheduled buses are seen to create issues.



Parking Spaces and Side Road Layout Design Philosophy

The overarching design philosophy has been to relocate mobility parks and loading bays that are displaced from the Golden Mile to abutting side roads. This has largely come at the expense of paid kerbside parking spaces.

For the central city,⁷ the parking hierarchy (reproduced below) has guided the design of the side road layouts when choosing the types of stopping places to retain. The hierarchy prioritises types of parking for different locations within the city. To aid design, the types of parking are also prioritised within each priority band in accordance with the transport hierarchy reproduced in section 2.2.1 of the policy. For example, it is assumed that mobility parks are more important than short stay car parks even though both are “High Priority” for central city streets and both are more important than taxi stands which are “Medium Priority”.

⁷ Refer section 4.4, Wellington City Council Parking Policy (2020)

Figure 8 - Extract from WCC Parking Policy (Page 16)

Location	Highest priority	High priority	Medium priority	Low priority	Lower priority	Lowest priority
Key transport routes		Bus stops		Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) SPSV*/taxi stands Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	
Central city (does not include the bus interchange)	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stoppings zones/clearways, construction and maintenance works)	Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short-stay (car & motorcycle) Car share	SPSV*/taxi stands Electric-vehicle charging	Coach and bus (short stay) Coach and bus (long stay)	Residents Commuter (car & motorcycle)	The lowest priority across all areas is long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles, heavy commercial vehicles and motorhomes
Suburb centres (shopping precincts)		Bus stops Mobility Urban design features Bicycle/micro-mobility Short stay (car & motorcycle) Car share	SPSV*/taxi stands Electric-vehicle charging	Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	
City fringe and inner city suburbs		Bus stops Urban design features Residents Car share Bicycle/micro-mobility	Mobility Electric-vehicle charging Short-stay (car & motorcycle)	Loading zones Coach and bus (short stay)	SPSV*/taxi stands Commuter (car & motorcycle) Coach and bus (long stay)	
Outer residential areas		Bus stops Urban design features Residents	Car share Mobility Electric-vehicle charging Coach and bus	Short-stay parks (car & motorcycle) Loading zones	Bicycle/micro-mobility SPSV*/taxi stands Commuter (car & motorcycle)	

Initial side road layout concepts were developed with the recommended option adopted by the LGWM partners in November 2021. The main option at this time was whether to concentrate certain types of stopping spaces between the side roads or distribute them more evenly. For example, consideration was given to focusing loading activity on one street and locating mobility parks in another. The advantage of this approach is that delivery drivers and mobility permit holders would learn which street provided for their needs. It would also allow directional signing to specific types of parking. Ultimately it was concluded that it was more appropriate to distribute stopping spaces amongst the side streets. Distributing the spaces provide better access by reducing the distance to motorists' final destination.

The concept design, with spaces distributed amongst side streets was subsequently refined during the design process. Community engagement in July / August 2022 explicitly sought feedback on side road layouts. The most substantive change made in response to community and stakeholder feedback was the increase in mobility parking spaces. Other changes have been more minor and relate to the layouts and dimensions of stopping places.

Consistency of Special Vehicle Lanes within the Golden Mile

Consideration has been given to more consistent special vehicle lane controls along the length of the corridor. For example, some community feedback has suggested that each street has exactly the same controls. This has been considered but not incorporated into the traffic resolutions on the basis that:

- currently there are very different controls applied to each street within the Golden Mile - for example Manners Street and Willis Street southbound are both bus only where Willis Street northbound, Lambton Quay and Courtenay Place currently provide access for all traffic including private motor vehicles;

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- converting bus only streets to another type of special vehicle lane will reduce the bus and pedestrian priority from current levels; and
- the proposed controls would not be sufficiently responsive to the needs of each street (i.e. differences in use between Lambton Quay and Courtenay Place, need for people on bikes to cycle northbound on Willis Street).



Golden Mile Engagement Report:

Consultation on proposed Traffic Resolutions April-May 2023

Prepared by Let's Get Wellington Moving for Wellington City Council
June 2023



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1 Executive summary

Let's Get Wellington Moving (LGWM) is working with the people of Wellington to develop a city transport system that we'd be proud to leave our tamariki.

Wellington's unique geography as a compact and hilly harbour city with a small number of road networks, means we already face unique transport challenges. What's more, over the next 30 years, it's projected that **50,000 to 80,000 more people** will call Te Whanganui a Tara home. Together with our partners, we're addressing these transport challenges to support our growing city, grow our economy, protect our natural environment, and ensure climate resilience.

Our vision for Wellington is a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys. To realise our vision, we need to move more people with fewer vehicles. This is a key consideration for us when choosing projects and solutions to traffic problems.

The Golden Mile Project is part of LGWM's Transitional Programme – a collection of projects focused on making travel by bus to and through the central city faster and more reliable and creating a better environment for people walking and on bikes.

The Golden Mile is the heart of Wellington and an asset for the city and region. It's the city's prime shopping, business, employment, and entertainment strip, and the main route for buses bringing people into and through the central city. It is also the busiest pedestrian area. The Golden Mile project, together with other transitional projects, will support and enable the long-term Transformational Programme to happen (including mass rapid transit, an extra Mt Victoria Tunnel, and Basin Reserve improvements).

Feedback from engagement with businesses and the public in early and mid 2022 informed and developed our designs for the Golden Mile, including loading zone and bus stop locations, side street layout, and ideas for shared spaces. This year, between 26 April and 23 May 2023, we consulted on five proposed Traffic Resolutions, which describe a range of traffic controls that aim to meet the objectives of the 'Transform' concept in the Single Stage Business Case for the Golden Mile, agreed by LGWM partners in November 2021. This report summarises and sets out the key themes of feedback received on the proposed Traffic Resolutions during consultation.

The objective of consultation on the Traffic Resolutions was to seek feedback on the proposed traffic controls for Lambton Quay, Willis Street, Manners Street, and Courtenay Place, as well as the authorisation system for vehicle access along all four streets. This consultation was carried out on behalf of Wellington City Council (WCC).

All data and information in this document was collected during our consultation on the Golden Mile Traffic Resolutions in April/May this year.

We received:

- 2,198 submissions to our survey, which asked respondents about the proposed changes
- 18 longform written submissions, predominantly from businesses and organisations (16)
- 78 submissions responding to a survey developed outside of the programme
- 111 requests to speak at an upcoming oral hearing (scheduled for 14-15 June 2023).



Some respondents provided written feedback in addition to their submissions. All written feedback, provided by email or at drop-in sessions or during the webinar, has been coded and themed and is displayed statistically in section 7. This feedback is explored in greater detail in section 10, based on 14 core themes that have emerged.

In summary:

- For all five proposed traffic resolutions, over 50% of respondents who answered a survey question about their level of support for the proposed changes were supportive or somewhat supportive.
- We asked people what their main relationship is to the Golden Mile. Of the 1,193 people who responded to this question: 34% (487 submissions) told us they work around the Golden Mile, 28% (404 submissions) come to shop, 15% (216 submissions) socialise and dine, and 9% (130 submissions) live in the area.
- 486 people (21%) told us they catch public transport to and around the Golden Mile. Of these, 244 submissions (50%) come to the area to work, 35% of people shop, and 22% dine. Those who come to the area to shop, dine, and socialise arrive by car 45% of the time and use public transport 45% of the time.
- 54% of those who completed the quick survey agreed it would improve bus travel on the Golden Mile (10.35% were neutral).
- 78 different suburbs and areas are represented in the consultation.
- 12% of respondents (137 submissions) overall indicated they live with an accessibility issue.

The proposed changes to the Golden Mile will impact people in a variety of different ways and circumstances. The engagement process sought to understand how people using different transport methods felt about the changes, and how the proposed layout was received for the various purposes which the Golden Mile serves.

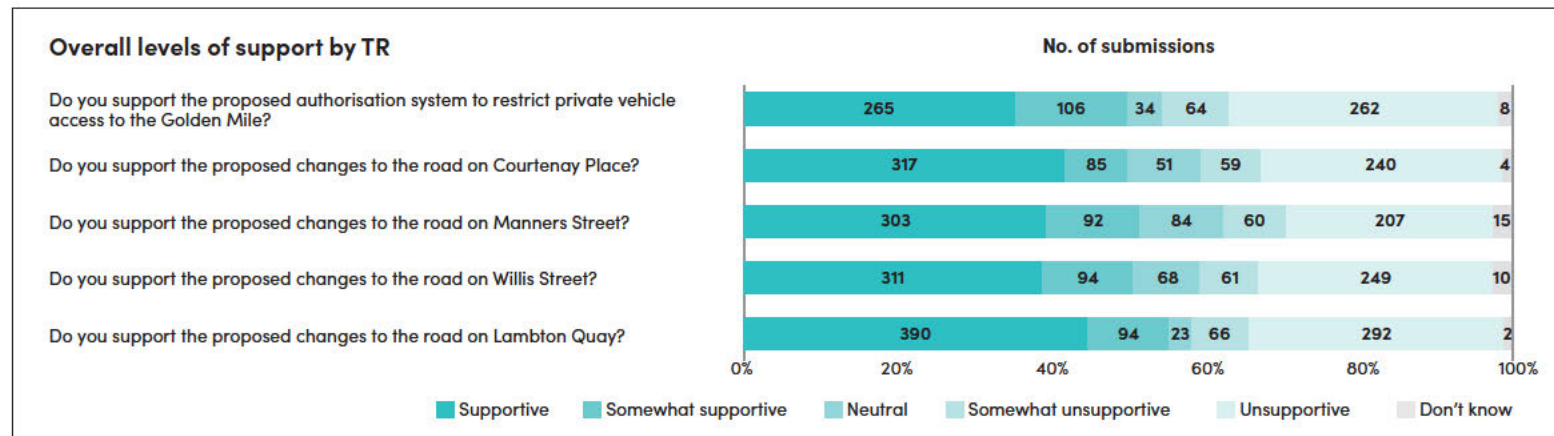
The Golden Mile project prioritises people on buses, foot, bikes, and e-scooters, which enables:

- Special vehicle lanes to improve bus reliability
- Wider footpaths to prioritise walking
- Dedicated lanes for bikes and e-scooters on parts of the route
- New shared spaces, planting, seating, and other improvements to revitalise the city's retail, social, cultural, and entertainment experience.

Following public and business feedback, LGWM is recommending to WCC that three key changes to the proposed traffic resolutions are considered:

- to retain current vehicle access on Manners Street between Taranaki and Cuba Street, at this stage, until parallel projects looking to reconfigure Lower Cuba Street and consider improved cycle connection from Dixon Street to Lower Cuba Street are resolved.
- to increase the hours of access on Courtenay Place to 7pm–7am instead of 9pm–7am. This will enable taxis and rideshare to access Courtenay place during these hours without needing to seek an authorisation, and make drop-offs and pickups easier for theatre patrons.
- to remove lower Cuba Street, from Manners to Wakefield Street, from the scope of any changes being made through the traffic resolutions.





Next steps

Oral hearings on the proposed traffic resolutions for the Golden Mile will be held on 14 and 15 June 2023. 111 people have asked to speak to their submission on the proposed resolutions.

The proposed traffic resolutions will be considered by Wellington City Councillors on 29 June 2023. This report, as well as copies of all submissions made, will be provided to Councillors as part of this process, along with an Officers' Report.

The LGWM project team and Wellington City Council will consider all the feedback received and use it to finalise the detailed design. Any feedback that falls outside the Golden Mile Project has been passed onto the appropriate LGWM project or the appropriate organisation.

If the proposed traffic resolutions are approved, early works will commence in late 2023, and construction in 2024.

2 Purpose of this report

This report has been produced by LGWM on behalf of Wellington City Council (WCC), to assist WCC to make its decisions on the changes to the Golden Mile revitalisation as set out in the proposed traffic resolutions. It presents feedback and findings of the consultation carried out between April and May 2023, and incorporates and builds on the ongoing public engagement which started in 2019.

Feedback received has been assessed, analysed, and categorised into key themes. Stakeholder and community perspectives will be taken into account by WCC when making a decision on the proposed traffic resolutions. In some cases, feedback received will also inform the wider LGWM programme (the Programme).

Any new or additional feedback received at oral hearings will be recorded and added to the WCC Officers' Report, which will also be provided to Wellington City Council to assist it make decisions on the proposed traffic resolutions.

Over the consultation period we received feedback in a variety of formats. This report analyses submissions to the consultation survey and longform written submissions from businesses, organisations, and individuals. This report also notes additional feedback received verbally in briefing sessions held by LGWM for businesses and the public, and additional feedback received through LGWM public enquiry channels.

This consultation and reporting process helps Wellington City Councillors to make informed, evidence-based decisions for the future of Wellington.

3 LGWM Programme background

LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi NZ Transport Agency, in partnership with Mana Whenua Taranaki Whānui and Ngāti Toa Rangatira. Our role is to provide a way to work together, so decisions are balanced, consider what else is going on in the city and region, and respond to and balance different peoples' needs.

Our focus is from Ngā Ūranga Gorge to Miramar, access to the port, connections to the central city, Wellington Hospital, and the airport. It includes the ways people get to and around the city, and how the city develops alongside its transport system.

To help achieve this, LGWM's programme objectives are:

- Great liveability, including enhancing urban amenity and development
- More efficient and reliable transport network
- Reduced carbon emissions by increasing mode shift away from reliance on private vehicles
- Improved safety for all users, and
- Resilience and adaptability to disruptions and unplanned events.

For more information about our principles and projects, visit our [website](#).



4 Golden Mile project background

Timelines and proposed milestones

- Late 2019 – Public engagement on project vision
- Mid 2020 – Public consultation on options: Streamline, Prioritise, and Transform
- June 2021 – **Preferred option chosen** (Transform)
- November 2021 – Single Stage Business Case approved by LGWM partners
- Late 2021 – Mana whenua engagement commences, to develop the Mana Whenua Engagement Framework
- Late 2021 – Streetscape, civil, and traffic design commences
- February/ March 2022 – Early engagement with business owners/ managers, and residents about how they use the space
- July/ August 2022 – Stakeholder and public engagement on the 30% detailed design
- August/ September 2022 – Audits and reviews: Road Safety Audit; Accessibility Audit; Safety in Design (SiD); Crime Prevention Through Environmental Design (CPTED)
- Late 2022 – Developed (60%) design report written
- March 2023 – Site investigation work carried out on Manners and Willis Streets
- **26 April/ 23 May 2023 – Stakeholder and public consultation on proposed traffic resolutions, which included:**
 - Media release, advertising, and social media
 - Email to over 9,000 stakeholders
 - Letter to all building owners, businesses, and residents on the Golden Mile and side streets
 - Survey available online and in hardcopy
 - Information on website including FAQs, flythrough and maps, details of changes to each street
 - Brochure available in all public libraries
 - 2022 Developed Design Report released and on website
 - 2022 Developed Design Engagement Report released and on website
 - Phone and email contact information provided



- Briefing sessions held for peak bodies
- Business briefings held
- Public drop-in sessions
- Public webinar.
- **29 June 2023 – Council Meeting on proposed traffic resolutions**
- July 2023 – Proposed work on site investigations continues (Lambton Quay and Courtenay Place)
- August 2023 – Road Safety Audit, Crime prevention through environmental design Audit, and Accessibility Audit
- August 2023 – LGWM Communications and Engagement Implementation begins
- Sept 2023 – Proposed enabling works commence
- March/April 2024 – Proposed major work commences
- 2027 – Proposed construction finishes.

NB Key documents are on our [website](#).

The Golden Mile Project is part of Let's Get Wellington Moving's (LGWM) Transitional Programme – a collection of projects focused on making travel by bus to and through the central city faster and more reliable and creating a better environment for people walking and on bikes.

Since 2019 LGWM has been engaging with Wellingtonians about the future of the Golden Mile, a key corridor extending from Lambton Quay, along Willis and Manners Streets, and running the length of Courtenay Place. The Golden Mile is the heart of Wellington and an asset for the city and region. It's the prime employment, shopping, and entertainment destination. It's also the city's busiest pedestrian area and the main bus corridor, with close to 63,000 people travelling through this area each day.

Following public consultation in 2020, the "Transform" option was chosen. The LGWM partners approved the [Single Stage Business Case \(SSBC\)](#) for the Golden Mile in November 2021, recommending a combination of bus, pedestrian, cycling, and public realm improvements. The investment objectives for the SSBC are:

- Improved bus travel times and travel time reliability along the Golden Mile (40%)
- Improved convenience and comfort of people waiting for, boarding, and alighting buses along the Golden Mile (15%)
- Reduced number of crashes within the Golden Mile that result in pedestrian injury (15%)
- Increased capacity for pedestrians to move through the corridor by improving walking level of service along and across Golden Mile (15%), and
- Improved place quality of the Golden Mile (15%).

Revitalising this area will create a more vibrant and welcoming place to live, work, and play as well as make it safer to get around. Fewer vehicles will mean wider footpaths, making it a safer and more pleasant place to walk, shop, and dine. Fewer vehicles will also mean more reliable bus services, with dedicated bus lanes along the Golden Mile.



5 Design development

Since the approval of the **SSBC** by LGWM partners in 2021, work has been underway to develop the design of the Golden Mile, from the initial approved concept through to the detailed designs required for construction. The business case established a bold transportation strategy, unlocking a streetscape project that will transform Wellington's central city.

Public engagement began in 2019, with feedback and insights from the community and other stakeholders serving several important functions. First, by providing local knowledge and insights about the area that directly influence the technical design process. It also supports the LGWM's leadership to make more informed, evidence-based decisions and ensures those affected and interested know what's going on and how to get involved.

Input from the public and other stakeholders ensures the developing design responds to the different needs and aspirations of the people who use the area. This means the space will be functional for people who live, work and run businesses here but is also attuned to the needs of emergency services as well as security, delivery, courier, rideshare and taxi services.

Our 2022 engagement on the Developed Design provided valuable feedback from businesses, building owners, residents and the wider community which helped refine the design. The Developed Design Report and the Engagement Report from this consultation can be found on our [website](#).

This year, between 26 April and 23 May 2023, we consulted on Traffic Resolution proposals which describe a range of traffic controls that aim to meet the objectives of the 'Transform' concept in the business case.

The Traffic Resolutions, if adopted, will implement the proposed access and use of the Golden Mile and enable the design to be finalised and construction to begin. The findings from this consultation are detailed in this report.

6 The Traffic Resolutions

Consultation sought feedback on the proposed traffic management mechanisms for Lambton Quay, Willis Street, Manners Street, and Courtenay Place. It also sought feedback on the proposed authorisation system for vehicle access along all four streets. These mechanisms would be implemented by the Wellington City Council passing resolutions under the Traffic and Parking Bylaw 2021.

The proposed traffic resolutions would introduce an authorisation system to support the objective of the Golden Mile revitalisation to reduce cars and improve bus reliability, and options for walking and cycling, as well as improve amenity. The proposed traffic resolutions would establish new special vehicle lanes on all four streets. Other than buses, only authorised vehicles would be able to access the Golden Mile special vehicle lanes, and only at certain times of the day (generally, only off-peak access would be permitted).

In the proposed traffic resolutions that were the subject of consultation, it was proposed that the authorisation system would apply to: Lambton Quay, Willis Street northbound between Manners Street and Lambton Quay, and Courtenay Place. Following feedback, LGWM is proposing to recommend to Wellington City Council to retain current vehicle access on Manners Street between Taranaki and Cuba Street, at this stage.

Copies of the survey questionnaire, FAQs and brochure are available on our website <https://lgwm.nz/all-projects/golden-mile-improvements/related-documents/>

Feedback was not specifically sought on the overall design for the Golden Mile Revitalisation Project, or on the broader work of the Let's Get Wellington Moving programme. Feedback received during this consultation on the design for the Golden Mile has been passed on to the appropriate teams within LGWM or partner organisation for their review.

Respondents were asked to indicate their level of support for each of the proposed traffic resolutions and were also given the opportunity to comment more broadly, via open text boxes.

Respondents were not required to answer all questions. The responses to each proposed traffic resolution have been analysed separately so that the levels of support and key themes can be shown for each.

7 Consultation summary

7.1 Response rates overall

Consultation on the Golden Mile Traffic Resolutions was open from 26 April – 23 May 2023. During this time 2,198 responses were received to a survey which asked respondents about their level of support for the proposed changes. In addition:

- 18 longform written submissions were received, predominantly from businesses and organisations (16),
- 78 submissions responded to a survey developed outside of the programme, and
- 111 requests were made to be heard at an upcoming oral hearing (scheduled for 14 –15 June 2023).

2198 Primary survey responses	18 Longform submissions
78 Responses to a survey developed outside of the programme	111 requests to speak at oral hearing

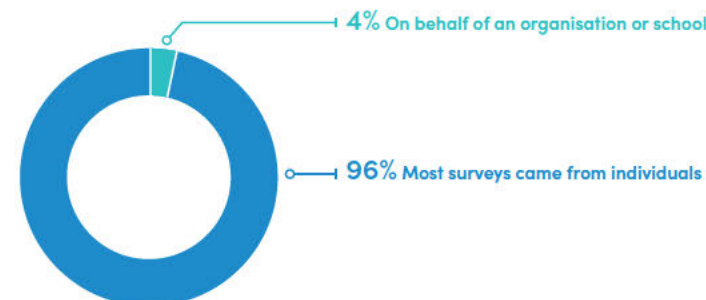
7.2 Consultation survey findings

The following sections 6.2 – 8.1 contain findings specifically from the consultation survey. Longform submission summaries and discussion of the key themes can be found in sections 8.2 and 10, respectively.

Survey responses were received from all ages, with those aged 26–39 being the highest represented (26.15%). 57% of the respondents identified as male, 34% female, and 3% non-binary.

78 different suburbs and areas were represented in the consultation, with most responses by percentile coming from central: Te Aro (9%), Karori (6%), and Wellington Central (5%).

Most responses came from individuals (96%).



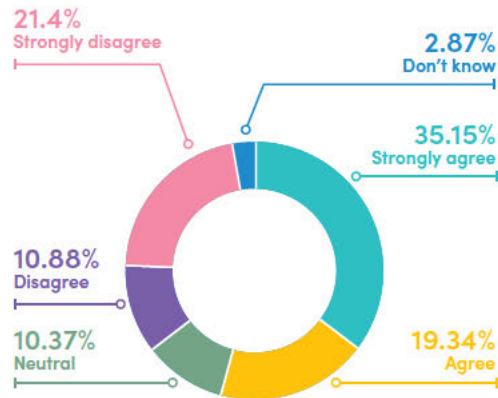
7.3 Quick feedback

Respondents could complete either a quick version of the survey or a more detailed option.

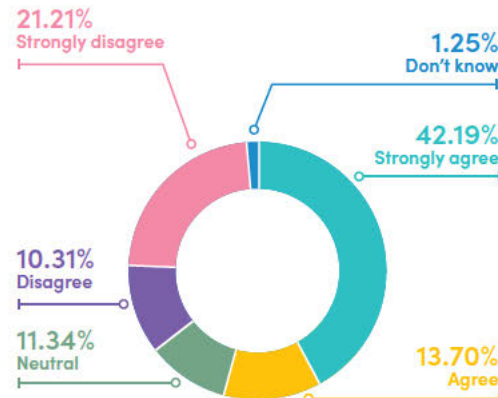
- 1,052 respondents chose the 'quick' pathway (47% of respondents)
- It included two questions to gauge levels of support for the project and to give the opportunity to provide written feedback.

The written feedback identified 21 themes. These are displayed below and discussed in greater detail in section 10.

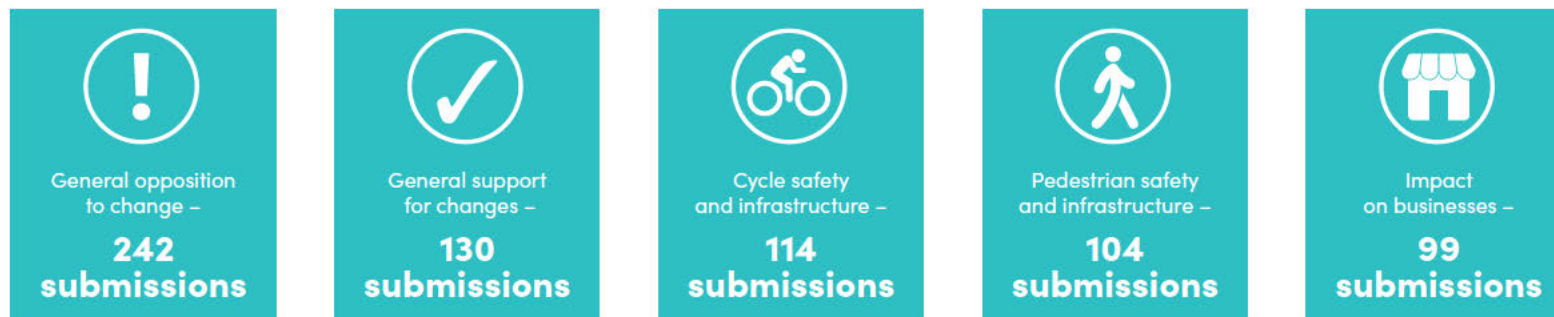
Do you agree that the proposed changes will improve bus travel on the Golden Mile?



Do you agree that the proposed changes will make the area more attractive?



The top five themes captured in other feedback are displayed below. More details about the themes identified through the quick survey pathway can be found in section 10.

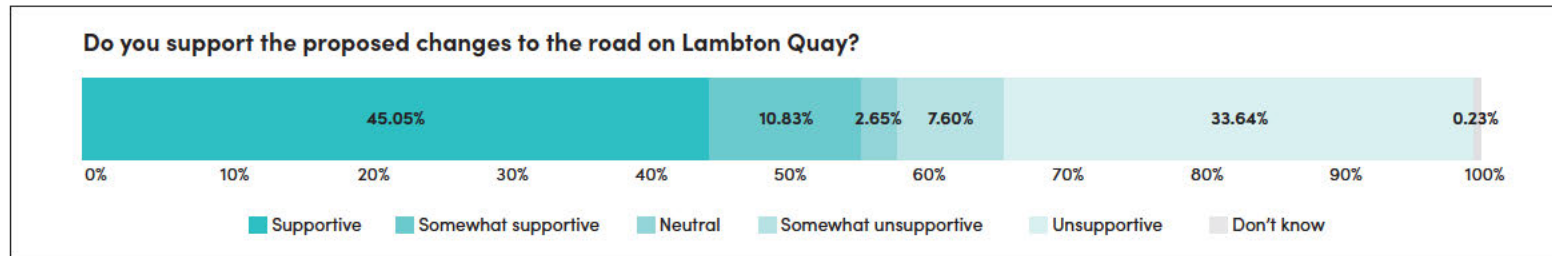


Other themes:	No. of submissions
Parking concerns	98
Mobility and accessibility	60
Public transport reliability	55
Congestion / Traffic flow / access	53
Consultation process	42
Mixing modes	40
Out of scope	37
Sustainability and/or liveability	34
Bus infrastructure	34
Access for taxis, Ubers, emergency service and/or service vehicles	34
Weather considerations	31
Affordability and cost of living	25
Motorbike and/ e-scooter infrastructure	25
Support changes to some streets	10
Enforcement and policing	9
Fully pedestrianise	8

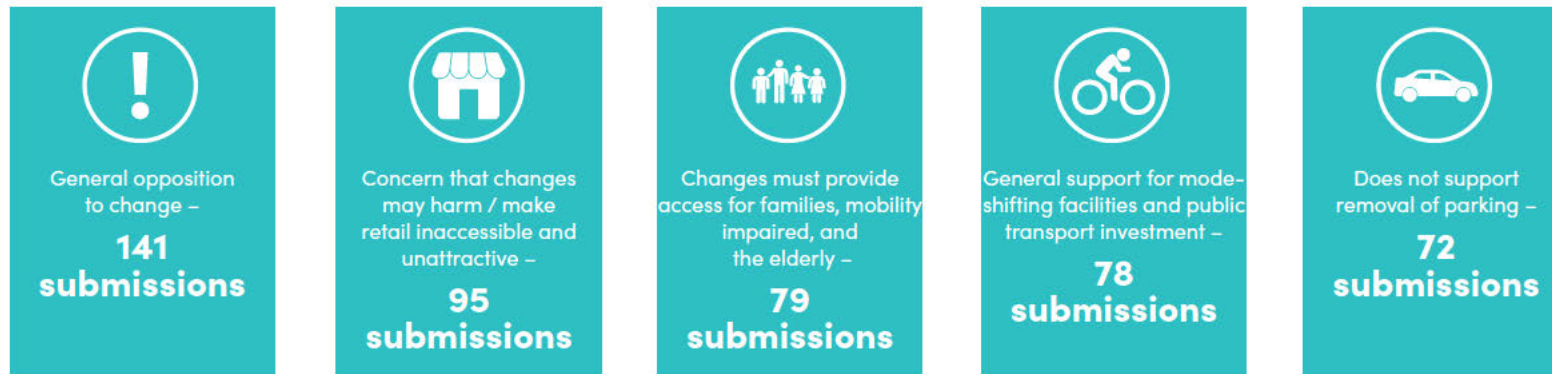
7.4 TR22-23-GM1 Lambton Quay

TR22-23-GM1– Golden Mile Revitalisation, Lambton Quay corridor from Bowen Street to Willis Street (including side streets).

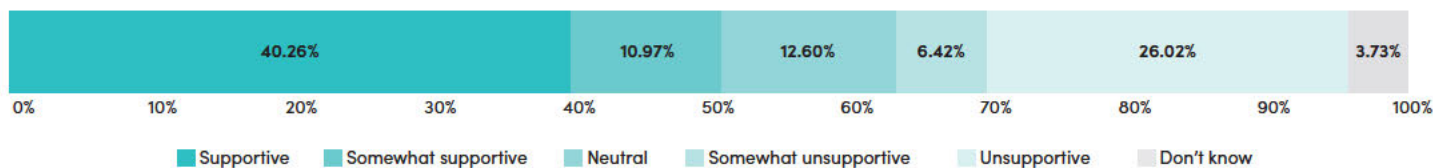
- A total of 868 submitters indicated their level of support for the changes to Lambton Quay overall, shown in the graph below.



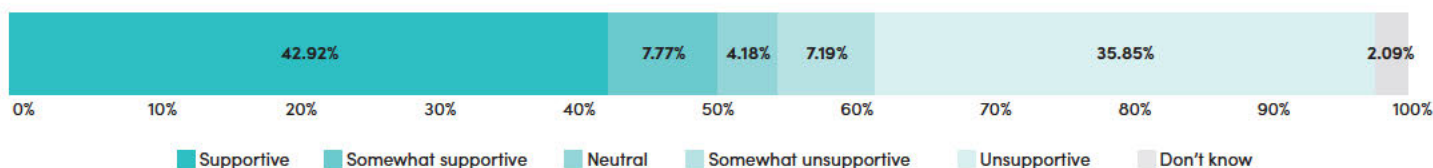
A total of 556 submitters gave written feedback with their submissions. The top five themes in this feedback were:



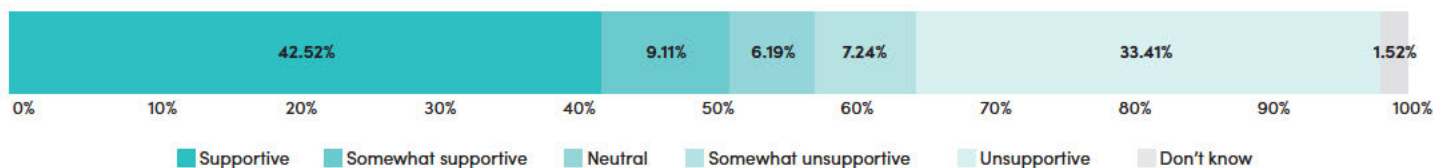
Do you support the proposed changes to the location of bus stops and pedestrian crossings on Lambton Quay?



Do you support the proposed plans for managing vehicle access to Lambton Quay?



Do you support the proposed changes to side streets connected to Lambton Quay?



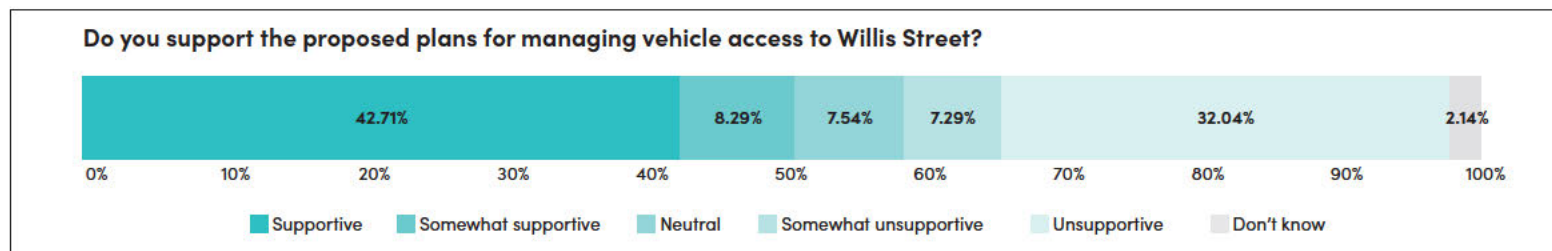
Across all written feedback on changes to Lambton Quay, 32 themes were identified. These themes are discussed in greater detail in section 10.

Theme	No. of submissions	% of total (556)
General opposition to change	141	25.4%
Concern that changes may harm/make retail inaccessible and unattractive	95	17.1%
Changes must provide access for families, those with accessibility issues, and the elderly	79	14.2%
General support for mode shift and public transport investment	78	14.0%
Does not support removal of parking	72	12.9%
Additional cycle facilities	50	9.0%
Does not support restricted vehicle access	48	8.6%
Additional bus facilities/road space allocation	42	7.6%
Maintain access for trades and goods delivery to shops in this area	41	7.4%
Cycle lane connectivity	41	7.4%
Public transport is not reliable enough to support removal of vehicle access	36	6.5%
Supports pedestrianisation	29	5.2%
Supports restricted vehicle access	26	4.7%
Need to further prioritise pedestrian safety	25	4.5%
Engagement collateral lacks clarity	23	4.1%
Design comment	23	4.1%
Additional pedestrian facilities	21	3.8%
Wellington conditions are not suitable for cycling/walking	20	3.6%
Need more taxi and/or Uber facilities	20	3.6%
Supports more greenery	17	3.1%
Question/enquiry	10	1.8%
Supports removal of parking	9	1.6%
Out of scope	6	1.1%
Provisions for scooters	4	0.7%
Crime	4	0.7%
Supports Lambton Quay pedestrianisation	2	0.4%
Pedestrianise Willeston Street	2	0.4%
Even with changes, cyclist behaviour will not change	2	0.4%
Bus-cable car transfer	2	0.4%
Maintain vehicle access to District Court	1	0.2%
Re-route the cycling facilities to retain parking	1	0.2%
Enforcement	1	0.2%

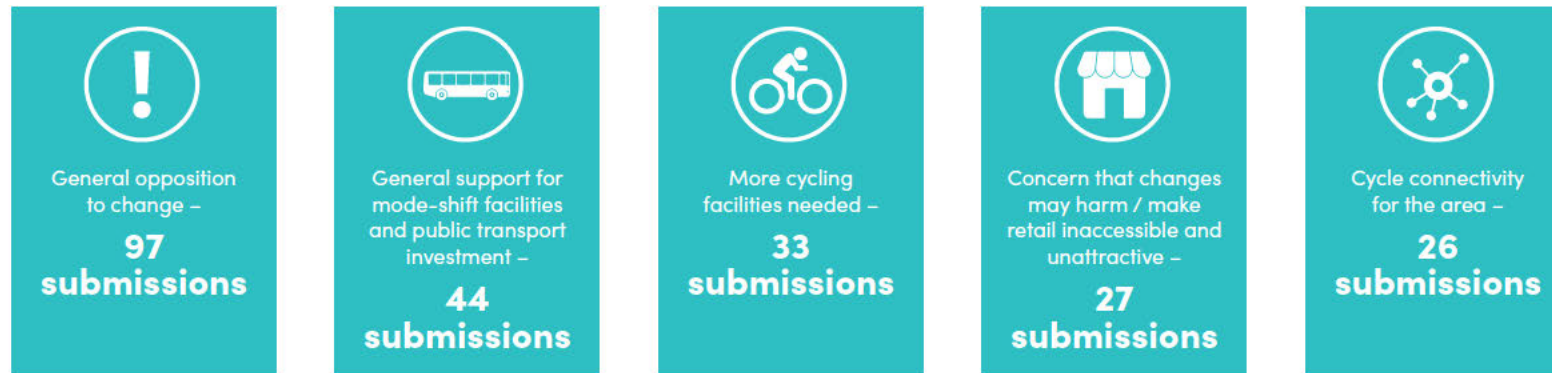
7.5 TR23-23-GM1 Willis Street

TR23-23-GM1 – Golden Mile Revitalisation, Willis Street corridor – from Lambton Quay to Manners Street (including side streets).

- A total of 794 submitters indicated their level of support for the changes to Willis Street overall, shown in the graph below.



A total of 409 submitters gave written feedback with their submissions. The top five themes are shown below.



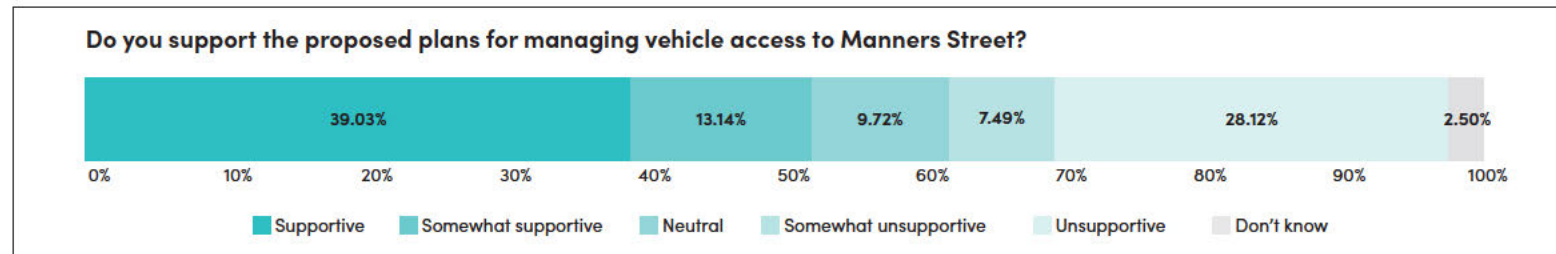
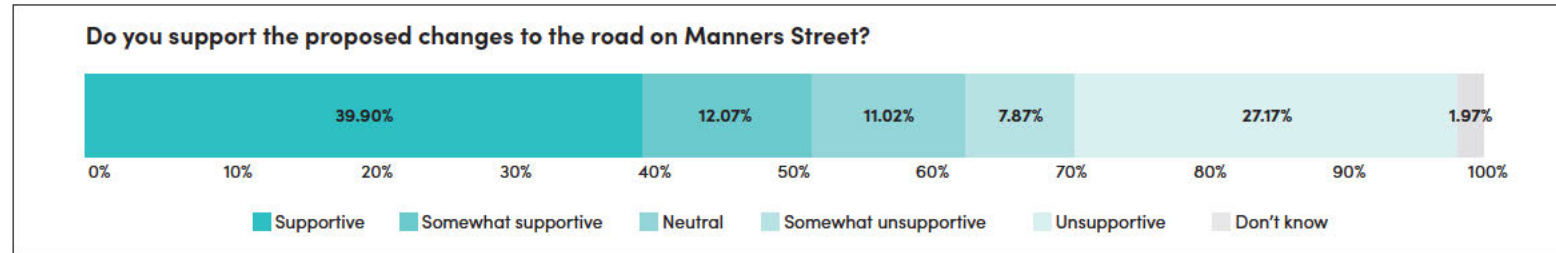
Across all written feedback on changes to Willis Street 23 themes were identified. Themes are discussed in greater detail in section 10.

Theme	No. of submissions	% of total (409)
General opposition to change	97	23.7%
General support for mode shift and public transport investment	44	10.8%
More cyclist facilities	33	8.1%
Concern that changes may harm/make retail inaccessible and unattractive	27	6.6%
Cycleway connectivity	27	6.6%
Changes must provide access for families, those with accessibility issues, and the elderly	24	5.9%
General suggestions	24	5.9%
Loading zone arrangements	17	4.2%
Public transportation issues	17	4.2%
Out of scope suggestions	17	4.2%
Supports pedestrianisation	15	3.7%
Safety concerns with mode sharing	15	3.7%
More pedestrian facilities	15	3.7%
Congestion	14	3.4%
Parking	13	3.2%
More bus stops	11	2.7%
Space for dedicated bike lanes	10	2.4%
Confusing collateral	8	2.0%
Access for Uber/taxis/rideshare	7	1.7%
More greenery	7	1.7%
Access for trade/services/emergency	5	1.2%
Access to side streets	4	1.0%
Close side street	2	0.5%

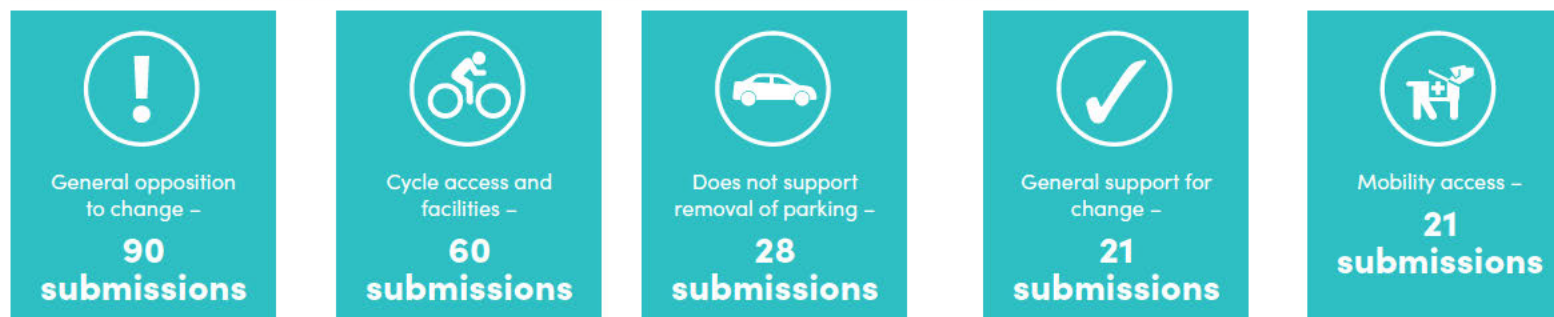
7.6 TR24-23-GM1 Manners Street

TR24-23-GM1– Golden Mile Revitalisation, Manners Street corridor – from Taranaki Street to Willis Street (including side streets).

- A total of 762 Submitters indicated their level of support for the changes to Manners Street, shown in the graph below.



A total of 337 submitters gave written feedback with their submissions. The top five themes are shown below.



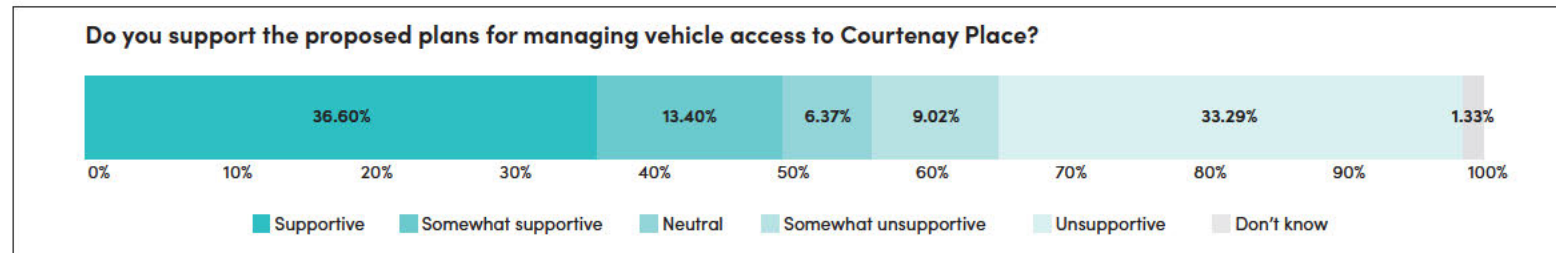
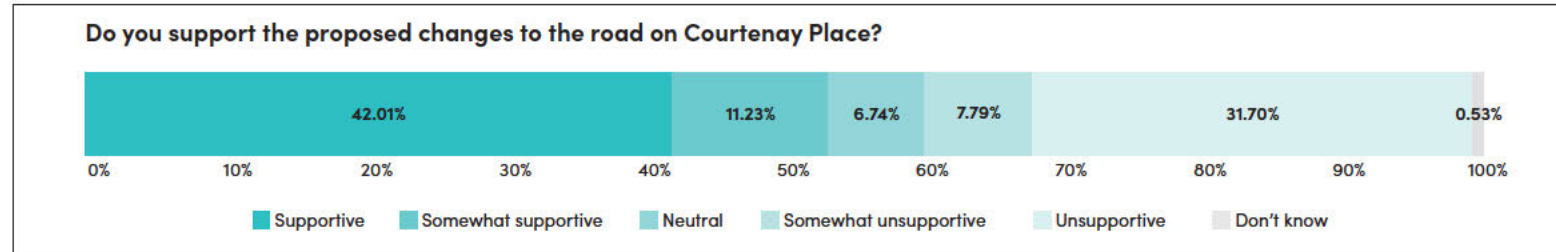
Across all written feedback on changes to Manners Street 21 themes were identified. Themes are discussed in greater detail in section 10.

Theme	No. of submissions	% of total (337)
General opposition to change	90	26.7%
Cycleways/scooters	60	17.8%
Loss of car parking	28	8.3%
General support for change	21	6.2%
Mobility access	21	6.2%
Bus stops/access	20	5.9%
Comments on homeless/condition of streets	20	5.9%
Out of scope suggestions	19	5.6%
Urban design	17	5.0%
Pedestrian safety	15	4.5%
Courier/delivery/taxis/ Uber access	15	4.5%
Road use/traffic effects	11	3.3%
Pedestrianise Lower Cuba/Manners	11	3.3%
Related to engagement process	10	3.0%
General support of mode shift with investment in public transport	9	2.7%
Authorisation system	8	2.4%
Public transport service	7	2.1%
Support for improved bike safety	3	0.9%
Effects on businesses	3	0.9%
Signage	1	0.3%
Motorcycle parking	1	0.3%

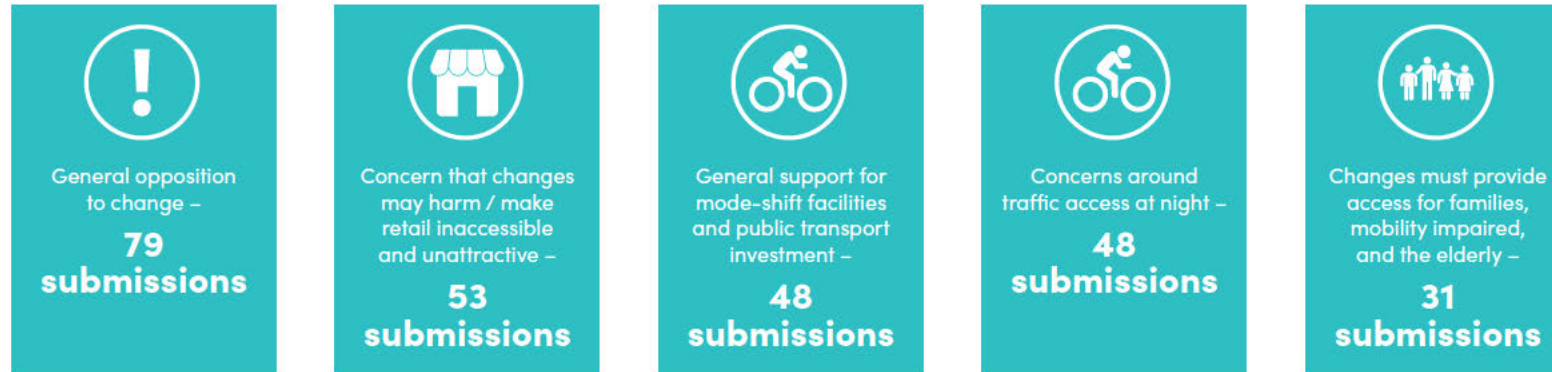
7.7 TR25-23-GM1 Courtenay Place

TR25-23-GM1 – Golden Mile Revitalisation, Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets).

- A total of 757 submitters indicated their level of support for the changes to Courtenay Place, shown in the graph below.



A total of 385 submitters gave written feedback with their submissions. The top five themes are shown below.

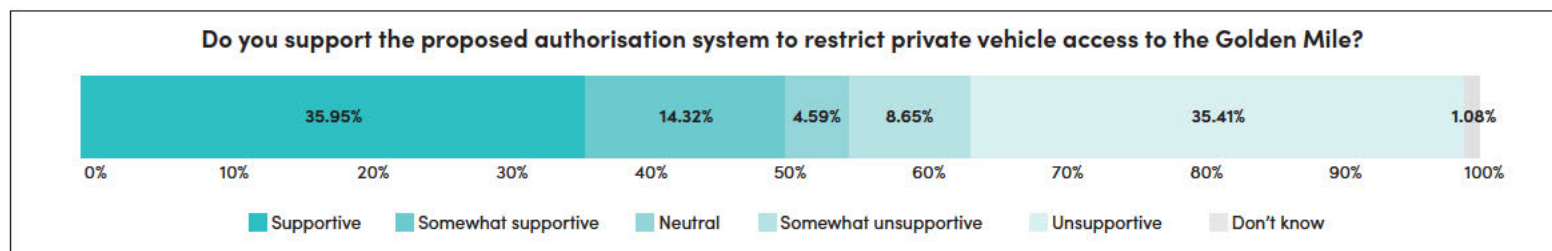


Across all written feedback on changes to Courtenay Place, 30 themes were identified. These themes are discussed in greater detail in section 10.

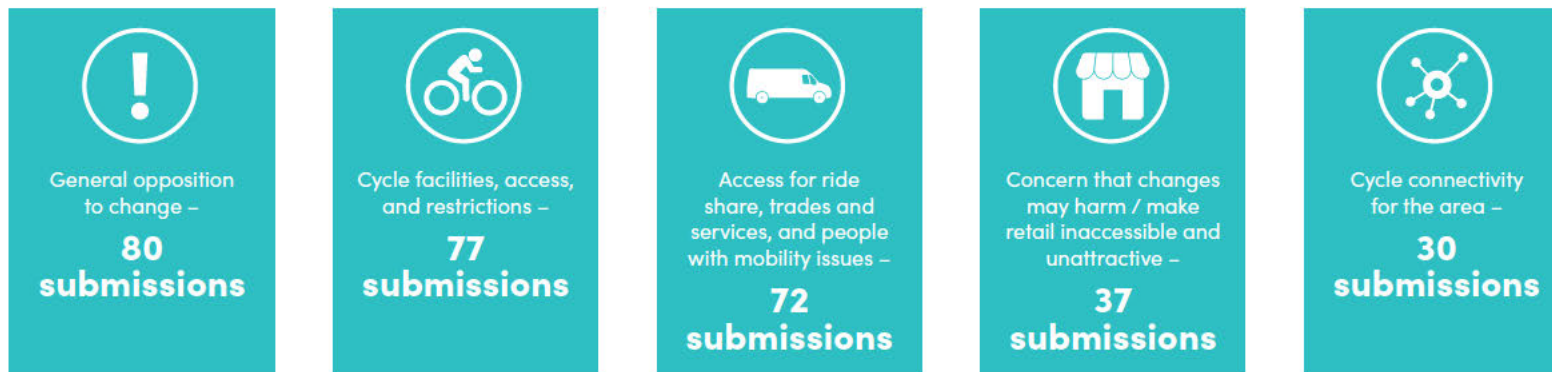
Theme	No. of submissions	% of total (385)
General opposition to change	79	20.5%
Concern that changes may harm/make retail inaccessible and unattractive	53	13.8%
General support for mode shift and public transport investment	48	12.5%
Concern about traffic access at night	48	12.5%
Changes must provide access for families, those with accessibility issues, and the elderly	31	8.1%
Supports restricted vehicle access	29	7.5%
Maintain access for trades and goods delivery to shops in this area	23	6.0%
Additional bus facilities/road space allocation	22	5.7%
Design comment	22	5.7%
Supports pedestrianisation	21	5.5%
Does not support removal of parking	21	5.5%
Additional cycle facilities	18	4.7%
Cycle lane connectivity	17	4.4%
Does not support restricted vehicle access	16	4.2%
Question/enquiry	16	4.2%
Public transport is not reliable enough to support removal of vehicle access	14	3.6%
Need more taxi and/or Uber facilities	13	3.4%
Additional pedestrian facilities	12	3.1%
Supports more greenery	7	1.8%
Crime	7	1.8%
Engagement collateral lacks clarity	6	1.6%
Need to further prioritise pedestrian safety	5	1.3%
Wellington conditions are not appropriate for cycling/walking	4	1.0%
Supports removal of parking	3	0.8%
Provisions for scooters	3	0.8%
Enforcement	2	0.5%
Maintenance of facilities	1	0.3%
Re-route the cycling facilities to retain parking	1	0.3%
Signage	1	0.3%
Out of scope	1	0.3%

7.8 TR28-23 Authorisation system

TR28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for A total of 739 submitters indicated their level of support for the proposed authorisation system, shown in the graph below.



402 submitters gave written feedback on the proposed authorisation system. The top five themes were:



Across all written feedback on the proposed authorisation system, 24 themes were identified. Themes are discussed in greater detail in section 10.

Theme	No. of submissions	% of total (402)
General opposition to change	80	19.9%
Cycle facilities, access, and restrictions	77	19.2%
Access for ride share, trades and services, and people with mobility issues	72	17.9%
Concern that changes may harm/make retail inaccessible and unattractive	37	9.2%
Cycle connectivity	30	7.5%
Questions around access rights/times	29	7.2%
Support for change	23	5.7%
Does not want vehicle access to Courtenay Place at night	23	5.7%
Opposes restriction of private vehicles	19	4.7%
Public transport reliability must be increased	16	4.0%
Effective enforcement required	15	3.7%
Supports restricting private vehicles	15	3.7%
Wayfinding and signage	15	3.7%
Restrict access for all vehicles	13	3.2%
Access for/effects on local residents	9	2.2%
Opposes removal of parking	9	2.2%
Design suggestions	6	1.5%
Prioritise pedestrian access and safety	5	1.2%
Ban e-scooters from footpaths	3	0.7%
Buses should be removed	3	0.7%
No restrictions for bikes and e-scooters	2	0.5%
No private parking	2	0.5%
Alternative traffic routes	2	0.5%
Busses produce a lot of pollution. Why retain them?	1	0.2%

8 A closer look

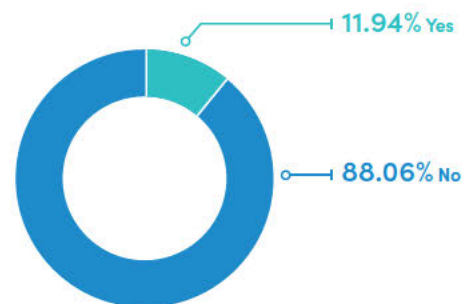
8.1 Accessibility status

- 12% of respondents (137 submissions) overall indicated they live with an accessibility issue.
- Of this group, 50% identified as female, 33% as male, and 8% gender diverse.

This section reports the indicated levels of support for each of the five traffic resolutions for those who have indicated they live with an accessibility issue.

Details of the themes identified in feedback relating to accessibility issues can be found in section 10.

We asked people if they live with any disability issues. Nearly 12% responded 'Yes'.



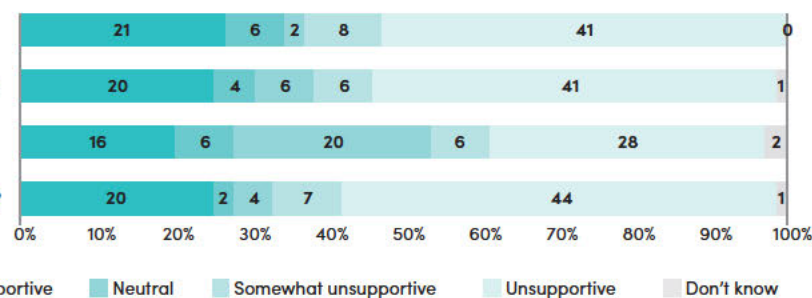
Level of support for changes to Lambton Quay

Do you support the proposed changes to the road on Lambton Quay?

Do you support the proposed changes to side streets connected to Lambton Quay?

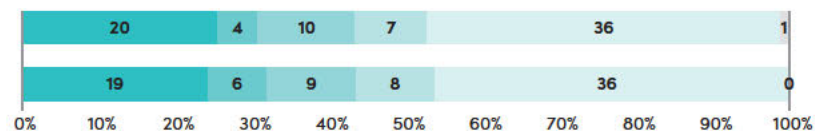
Do you support the proposed changes to the location of bus stops and pedestrian crossings on Lambton Quay?

Do you support the proposed plans for managing vehicle access to Lambton Quay?

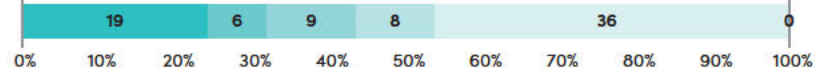


Level of support for changes to Willis Street

Do you support the proposed plans for managing vehicle access to Willis Street?



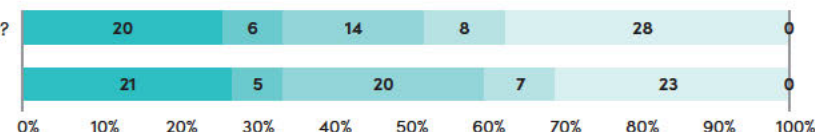
Do you support the proposed changes to the road on Willis Street?



Supportive Somewhat supportive Neutral Somewhat unsupportive Unsupportive Don't know

Level of support for changes to Manners Street

Do you support the proposed plans for managing vehicle access to Manners Street?

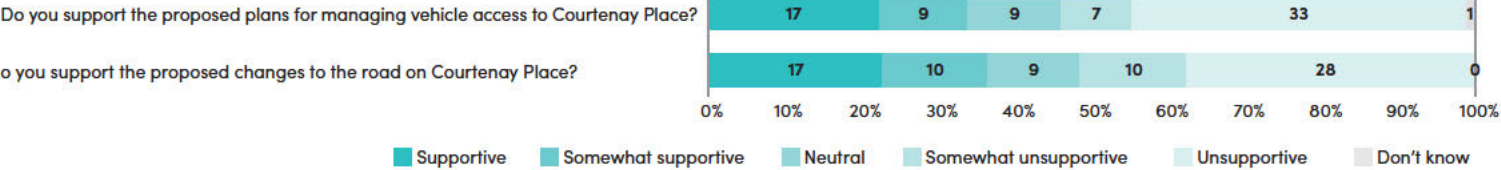


Do you support the proposed changes to the road on Manners Street?

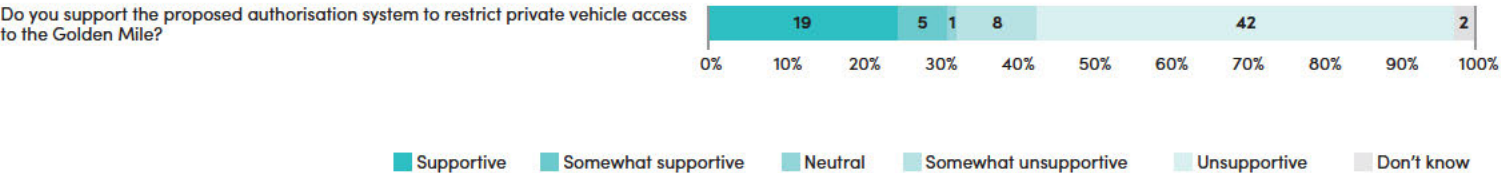


Supportive Somewhat supportive Neutral Somewhat unsupportive Unsupportive Don't know

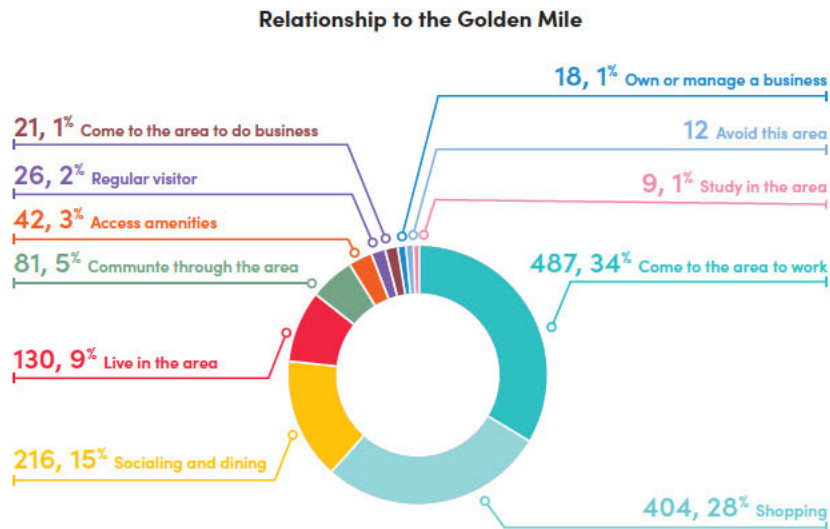
Level of support for changes to Courtenay Place



Do you support the proposed authorisation system to restrict private vehicle access to the Golden Mile?



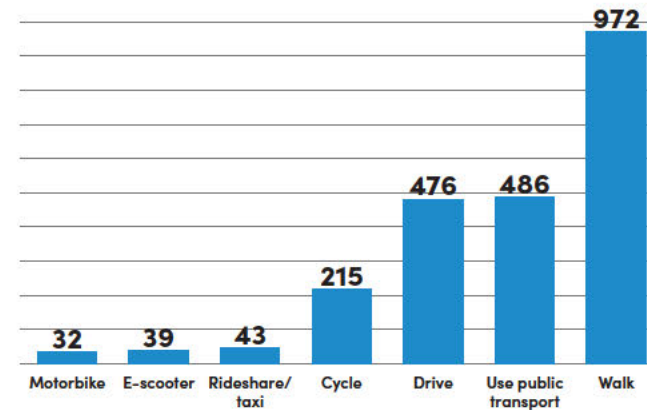
8.2 Relationship to area



A total of 1,193 survey submitters told us about their relationship to the Golden Mile. In their responses, respondents identified multiple ways in which they relate to the area. Of these:

- 34% (487 submissions) told us they work in the area
- 28% (404 submissions) come to shop
- 15% (216 submissions) socialise and dine
- 9% (130 submissions) live in the area
- 1% own a business
- 1% come to the area to do business.

Getting to and around the Golden Mile



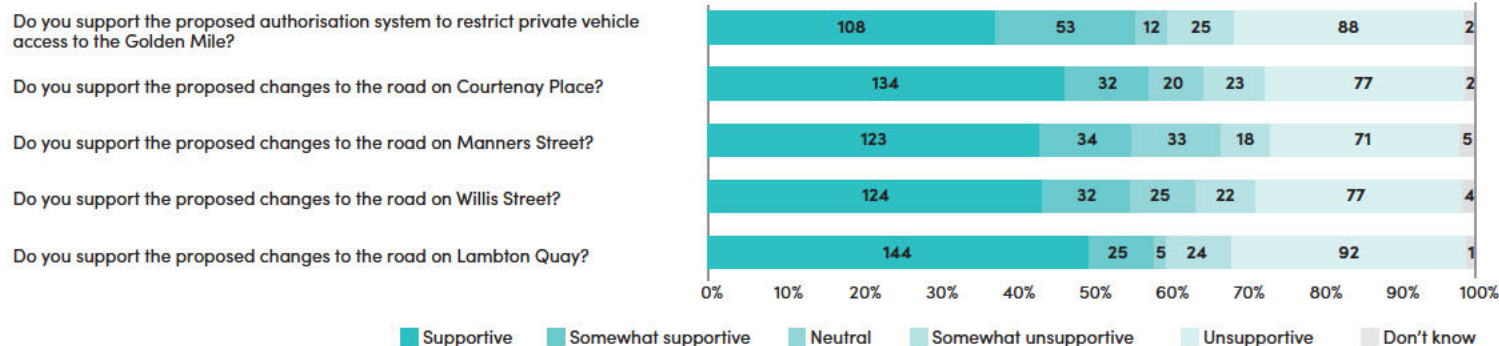
486 people (21%) told us they use public transport to travel to and around the Golden Mile. Of these people:

- 50% (244 submissions) come to the area to work
- 35% (172 submissions) of people shop
- 22% (107 submissions) dine and socialise.

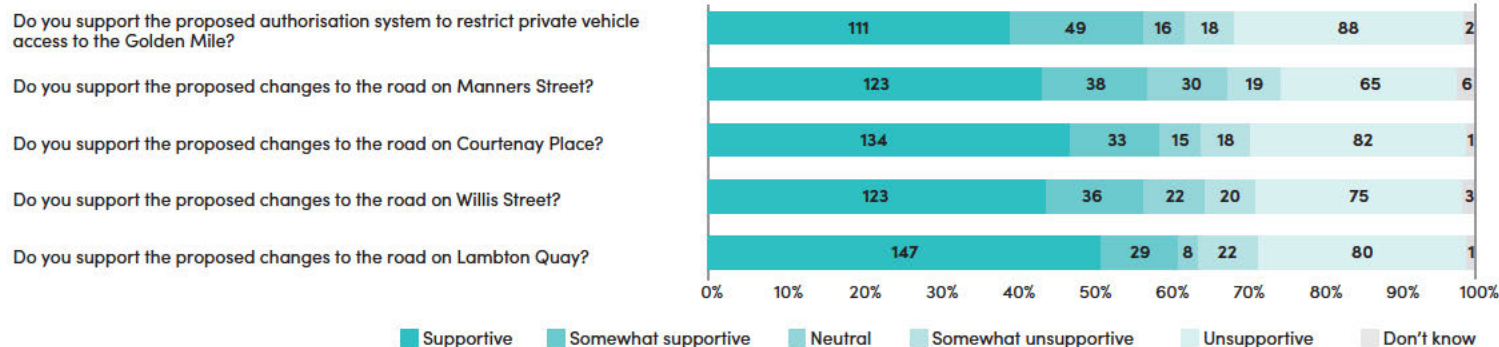
216 people (15%) told us they come to the area to shop, dine, and socialise. Of these people:

- 45% arrive by car
- 45% use public transport.

Level of support for people who work on and around the Golden Mile



Level of support for people who shop, dine, and socialise around the Golden Mile



9 Feedback from businesses and organisations

During consultation, numerous businesses were engaged with who operate in and around the Golden Mile. We received 31 survey submissions and 16 longform written submissions were received from businesses and organisations. This section provides a summary of what was heard from this group. Detailed discussion of the themes that are present in the written feedback given can be found in section 10.

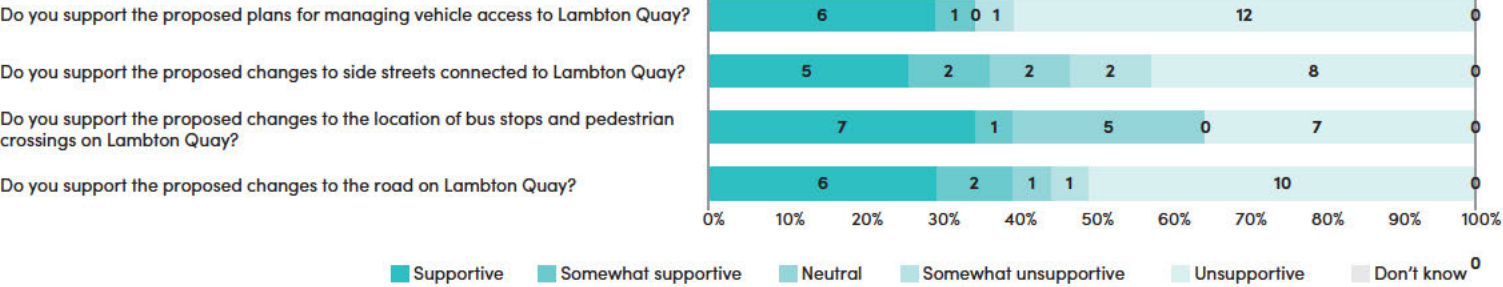
Additional feedback received during two business briefings included:

- There has been no consultation about the construction timeline and how it will affect businesses, even though works are due to start in five months. As soon as the sequencing and dates are known, the project needs to involve all businesses.
- Frustration surrounding a lack of confirmation of the exact location of carparking scheduled for removal on Featherston Street, as part of LGWM's City Streets project.
- Concern around access to businesses for urgent trade work or repairs.
- Request for access restrictions on Courtenay Place to be changed to 7am-7pm.
- Request for support and compensation for businesses disrupted during construction.
- Question regarding removal of right-hand turn on Taranaki Street – request to instead adapt traffic light timings to prioritise buses.

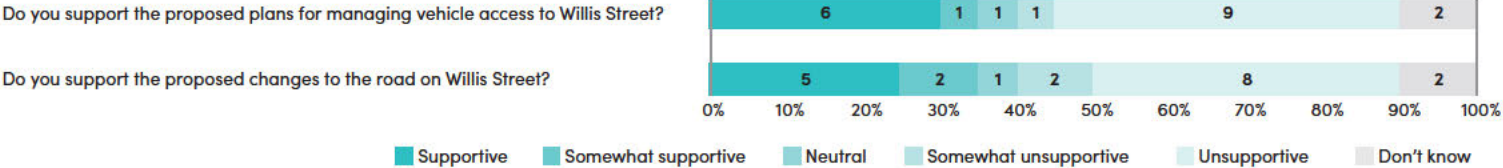
9.1 Survey submissions

31 submissions were made via the online survey from representatives of businesses and organisations. This section displays the levels of support for each traffic resolution within this group. Detailed discussion of the themes raised in written feedback can be found in section 10.

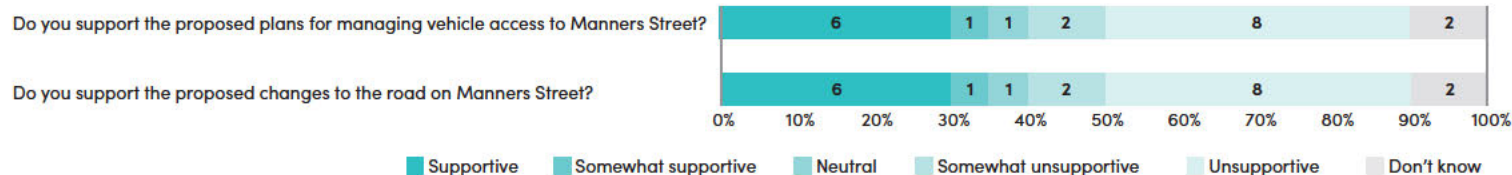
Level of support for changes to Lambton Quay among businesses and organisations



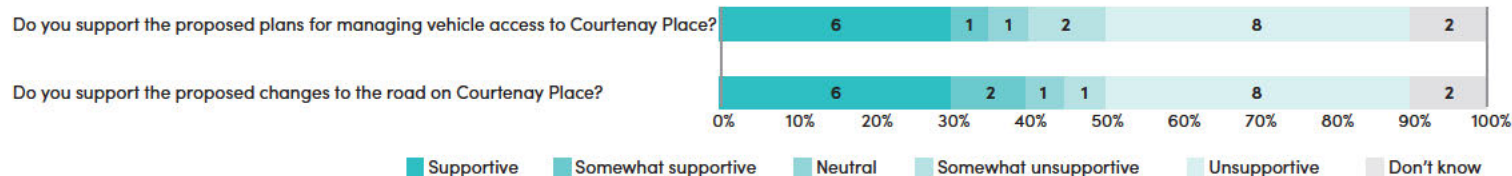
Level of support for changes to Willis Street among businesses and organisations



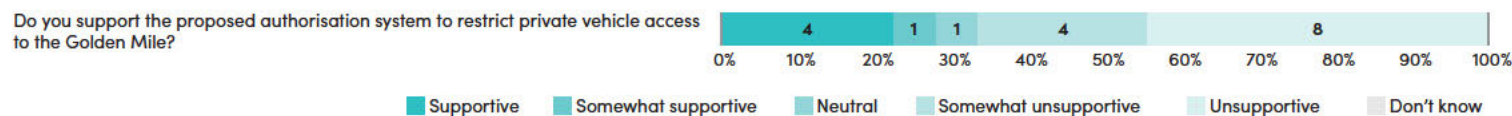
Level of support for changes to Manners Street among businesses and organisations



Level of support for changes to Courtenay Place among businesses and organisations



Level of support for Authorisation System among businesses and organisations



9.2 Written submissions

Stakeholder organisations made longform written submissions on the Golden Mile Traffic Resolutions consultation, the key themes of which can be found below. The submissions have been provided to Wellington City Council.

Longform written submissions were received from:

- Wellington District Council of AA
- Registered Master Builders Association of New Zealand Incorporated
- Trams-Action
- Retail New Zealand
- Arty-Bees Books
- Small Passenger Service Association
- Cycle Wellington
- Victoria University of Wellington Students' Association
- Driving Miss Daisy
- Wellington Chamber of Commerce
- Hospitality New Zealand
- Wellington Combined Taxis
- Living Streets Aotearoa
- SOS Courtenay Place
- Property Council of New Zealand
- Tranzurban Wellington Ltd



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Some submitters:

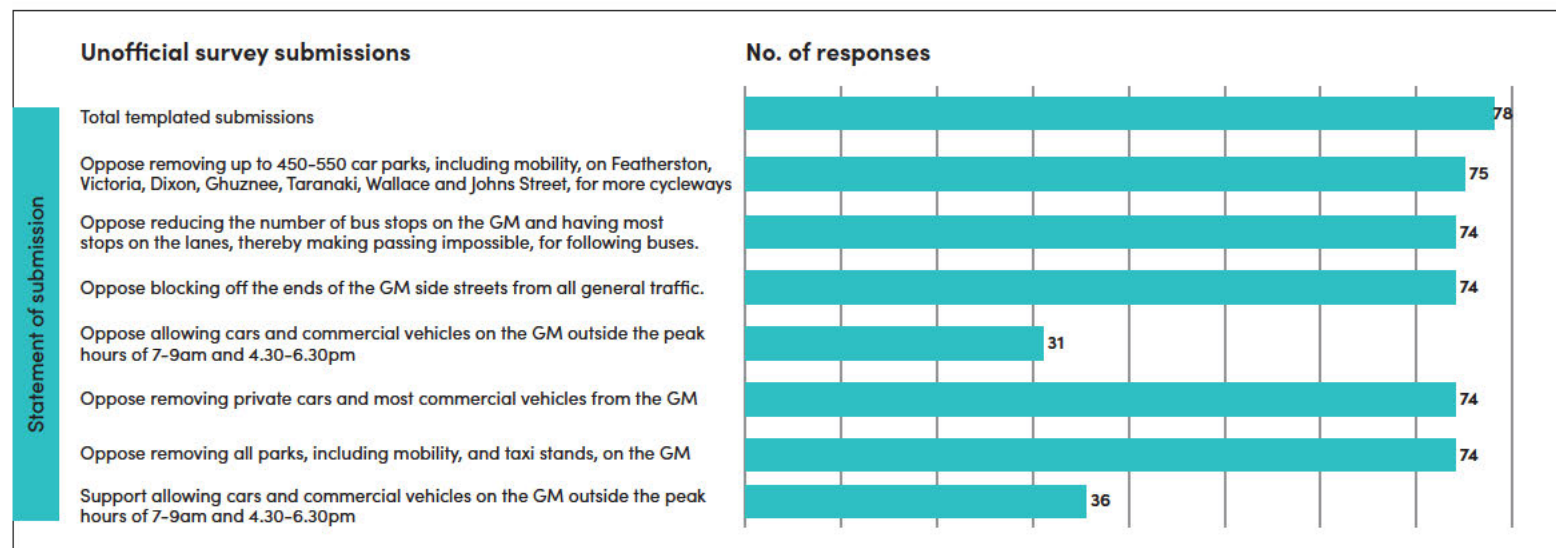
- Were in support of the proposals, and others opposed, while some thought the proposals did not go far enough to achieve the objectives
- Raised concerns that the proposed changes would disadvantage people with mobility and access limitations
- Raised concerns about the consultation process, and the materials available
- Raised concerns that there had been insufficient evidence to support the proposals
- Raised concerns about the impact of the proposals on businesses
- Raised concerns about the impact of the proposals on jobs and investment in/on the Golden Mile
- Raised concerns about the design of the authorisation system, including the types of vehicle that will be “authorised vehicles” and the timeframes for seeking an authorisation
- Sought guidance about how the authorisation system would work in practice
- Suggested changes to pedestrian areas, shared cycle and pedestrian areas, and cycle areas
- Made suggestions relating to the location and frequency of bus stops along the Golden Mile
- Raised concerns regarding the hours of operation of the proposed special vehicle lane for Courtenay Place
- Sought confirmation that the project would carry out education about any changes made
- Sought clarity about how e-scooters would use the Golden Mile under the proposed changes
- Suggested having the same restrictions on each of the roads on the Golden Mile, rather than different restrictions on each road
- Opposed the changes to parking spaces along, and on the side streets adjoining, the Golden Mile, while others thought further parking should be removed
- Raised concerns that the proposals would negatively impact pedestrian safety
- Raised concerns about how the project would be funded
- Raised concerns that if taxis were not permitted to access the Golden Mile, this would be detrimental for customers, and taxi businesses
- Raised concerns that the design for the Golden Mile would not be fit for purpose.

Additional feedback:

- In addition to responses to the online survey, feedback was also received from members of the public via other channels. Their feedback has been coded and incorporated into the themes summarised in section 10.
- Two individuals made long form written submissions in lieu of a survey response, which have been incorporated into the themes summarised in section 10.

9.3 Survey responses

Let's Get Wellington Moving received 78 submissions based on a survey developed outside of the programme, which set out questions relevant to the Golden Mile and City Streets project. Those questions, and the responses received, are set out below. Feedback on the latter project has been shared with that project team to be included in their consultation analysis.



There are 6 key themes arising from written feedback provided with these submissions (not all submissions included written feedback).

Theme	No. of submissions
Changes will harm businesses / make retail inaccessible and unattractive	11
General opposition to change	9
Changes must provide access for families, those with accessibility issues, and the elderly	5
Public transport is not reliable enough to support removal of vehicle access	2
Wellington conditions are not suitable for cycling/ walking	2
Concern that changes may exacerbate crime in central city	2

10 Key themes

This section describes the 14 key themes identified during consultation and arising from submissions. These themes were recurring throughout feedback on all five proposed traffic resolutions, and in comments received in longform submissions.

This section also includes some information on the rationale for the changes that the proposed traffic resolutions would implement, in relation to each of the key themes. Further information on the proposed traffic resolutions, and the rationale for the changes that would be made by the proposed resolution, will be set out in the WCC Officers' Report.

10.1 Access for those with accessibility issues and the elderly

Submissions relating to this theme express concerns about the impact that the proposed changes may have on accessibility for individuals with limited mobility, accessibility issues or the elderly. They state that public transport may not be a viable option for everyone and that there should be provisions for car access and parking. They also raise concerns about the safety of busways for pedestrians, the need for proper shelter and seating, and the importance of considering the needs of those with health issues or small children.

Feedback	Rationale for proposed changes
<p>There need to be more convenient disabled parking options. All on-street parking should be placed between side streets and be mobility-only, with limited non-mobility parking available on side streets. It's great to recentre walking and cycling space, but we should also consider people who can't walk medium to long distances from a vehicle easily, and those who struggle with walks but don't yet have a mobility card. The options shouldn't be wheelchair or don't go out, there is a spectrum of mobility challenges, and some people can walk but not far, so rely on their vehicles and available parking to even reach certain areas of Lambton Quay.</p>	<p>The design proposes to slightly increase the number of mobility parks available. Most mobility parks will be on side streets and will be the closest parks to the Golden Mile. Where alternative access is impracticable, people may be able to apply for a special circumstances authorisation for drop offs and pickups using loading zones along the Golden Mile.</p> <p>Further information on this aspect of the proposed traffic resolutions is set out in the WCC Officers' Report.</p>
<p>The proposed period of restricted access to Courtenay Place is too restricted. It should be limited to 6.30pm to 7am to enable private vehicle access to drop off people at the St James Theatre for events there. Otherwise, you are restricting access for elderly and those with mobility issues. For the same reason, vehicles need to be able to drop off concertgoers at the Opera House and St James before going to a parking building in Tory Street. So, vehicles need to move freely along Courtenay Place for that purpose; and up and down Tory Street.</p>	<p>In response to feedback, LGWM will recommend that Wellington City Council considers making the times of operation for the Courtenay Place special vehicle lanes 7am – 7pm daily (instead of 7am–9pm daily). This would also enable passenger drop off and pick up for theatre, movie and dinner patrons including at the St James Theatre.</p> <p>Further information on this aspect of the proposed traffic resolutions is set out in the WCC Officers' Report.</p>

10.2 Access for services and loading zones

Submissions related to this theme express concern about the impact that the proposed changes may have on service vehicles. There is concern that delivery trucks and couriers bringing goods to and from businesses would be negatively affected and the importance of this access was emphasised. There is also concern that trade services such as builders and plumbers need to retain access, including for urgent issues. Taxi and rideshare services like Uber are mentioned as being important services for the area, especially at night.

Feedback	Rationale for proposed changes
Couriers and delivery vehicles – How will delivery trucks service the retail spaces and hospitality venues? What will the access be for food delivery providers and couriers?	Goods delivery vehicles supplying hospitality and retail businesses along the Golden Mile would have the option of using the designated loading zones proposed on all surrounding side streets. Alternatively, a person who requires access to the Golden Mile, for example for a specific equipment delivery to a Golden Mile business, could apply for an authorisation. Further information on this aspect of the proposed traffic resolutions is set out in the WCC Officers' Report.
District nurses – District nurses have never been issued with access from the council before. Will this be considered an essential vehicle?	Vehicles used by district nurses would require authorisation to access the Golden Mile, in the same way as other private vehicles. In emergency circumstances, where prior access cannot be obtained, anyone receiving a ticket will have the opportunity to appeal any associated fines.
Rubbish Collection – My main concern is access for rubbish collection along the Golden Mile.	Refuse collection companies would be able to apply for long-term authorisations for each vehicle that is used for collection within the Golden Mile. Existing restrictions on the times when rubbish may be collected will remain.
Taxi and rideshare – Please create an exemption for Ubers and taxis who are picking people up or dropping people off within the pedestrianised area. Safety for women and other vulnerable people at night-time in the absence of cars.	In response to feedback, LGWM will recommend that Wellington City Council considers making the times of operation for the Courtenay Place special vehicle lanes 7am – 7pm daily (instead of 7am-9pm). This will enable taxis and rideshare to access Courtenay place between 7pm and 7am.

<p>Taxi and rideshare – There is no authorisation for taxis such as pre-booked premium services being considered yet they are the most convenient transport system that only need a drop off and pickup area close to hotels, restaurants, shops and office buildings. Pre-booked taxi operators do not need a taxi rank but just need the ability to drop off and pick up passengers with luggage, disabled people and groups of people.</p>	<p>For all other sections of the Golden Mile, surrounding side streets would have designated spaces for convenient pick-up and drop-off of passengers. The designs have provided for 19 taxi spaces on side streets surrounding the Golden Mile.</p> <p>Further information on this aspect of the proposed traffic resolutions is set out in the WCC Officers' Report.</p>
<p>Tradespeople – As a retailer in the city we regularly require different tradies coming in to service our equipment with specialist tooling. What kind of access and regulations will be in place for tradespeople and how will this be managed?</p>	<p>Access for tradespeople would be managed through the authorisation system. Tradespeople could apply for authorisation to access the Golden Mile and stop in loading zones to load and unload vehicles.</p> <p>Wellington City Council Parking services would work to ensure the application and approval process is as streamlined as possible, with a standard application turnaround within 5 working days. Urgent authorisation applications may be applied for, and staff will make best efforts to process these authorisations within 1 working day of application.</p>
<p>Tradespeople – Some trades require access to their vehicle to complete a call-out, often without knowing in advance or for how long. How will vehicle access be managed in situations where it is not possible to gain authorisation to access the Golden Mile ahead of time?</p>	<p>There may be occasional circumstances when a person requires access to the Golden Mile special vehicle lanes using a motor vehicle for unforeseeable and/or exceptional reasons, and it is not possible for that person to apply for, and be granted, an authorisation in time. Anyone who received an infringement notice in such circumstances could appeal the infringement notice to Council in the first instance, who would consider whether the unforeseen and/or exceptional circumstances justified waiving the notice.</p> <p>Alternatively, tradespeople would need to use the parking available in side streets.</p> <p>Further information on this aspect of the proposed traffic resolutions is set out in the WCC Officers' Report.</p>
<p>Businesses require loading zones throughout this area for deliveries.</p>	<p>The proposed design provides additional loading bays in side streets adjacent to the Golden Mile. P10 Loading zones are proposed within the Golden Mile for use by large commercial vehicles that cannot safely turn within adjacent side roads. These loading bays could also be used by other authorised vehicles for loading and unloading.</p>
<p>Need to ensure that loading bays are big enough for trucks to pull in badly and buses to still pass.</p>	<p>In the proposed design for loading bays, a width of 2.4m has been allocated to ensure there is appropriate space for wider trucks and vehicles to park without obstructing the movement of buses in the special vehicle lanes.</p>

10.3 Authorisation process and enforcement

Submissions related to this theme state that the authorisation process will need to be enforced strictly. There are questions about how this enforcement would work in practice, with suggestions that cameras and fines should be used.

There is some concern that authorisation would only be successful if the rules were understood and followed by everyone. A few submitters suggest they found the proposed authorisation process confusing and said that it would need to be clear to drivers.

Feedback	Rationale for proposed changes
What are the expected turnaround times for an application to authorise access? And can you make a smart phone app to apply for access?	People would be able to use their smartphones to access the WCC website and apply for access. The approval turnaround time would be a maximum of 5 days for standard applications, and 24 hours for urgent access. In an emergency, where a vehicle must access the Golden Mile without prior approval, a person who received a ticket would have the opportunity to appeal any associated fines.
How will this authorisation process work for car-sharing schemes?	Vehicles associated with car-sharing schemes would be treated as any other privately owned vehicle and require authorisation to access the Golden Mile.
What measures and review process will be in place to ensure only justified applications will be approved? What enforcement will be in place to ensure the vehicles are only using the road during their approved time spans? Will the vehicle be approved or the driver?	<p>The purpose of the proposed authorisation system is to reduce the number of vehicles that have access to the Golden Mile. This means there is a robust process for approvals to ensure no more vehicles than necessary are accessing the area.</p> <p>Camera systems which scan number plates would be used to check that vehicles accessing the Golden Mile had been granted an authorisation and identify those that had not. Stationary infringements would be enforced by on the ground parking officers.</p> <p>Additional CCTV cameras would be installed in loading bays.</p> <p>To ensure the authorisation system was functioning as intended, an audit of this process would be carried out 12 months after being instated.</p>

I think it's great limiting traffic during the day, but I am concerned about allowing traffic through Courtenay Place in the evening. While it's important that people can get home safely, how will vehicle speeds and pedestrian safety be managed?	Our traffic data for monitoring speed in the roading network does not indicate that there would be a problem with speeding in this location. The width and design of the road would also discourage higher speeds.
Having buses in what looks like a pedestrian zone will still be dangerous unless vehicle speeds are markedly reduced.	Within the CBD, vehicle speeds are limited to 30km, apart from certain arterial routes. Current recorded speeds for buses are averaging at 18-20km.

10.4 Change management

Some submitters suggested that it will be important for people to understand the road changes and access rules and questioned how those will be taught. A few people were concerned the changes would be too confusing and complicated for drivers to learn.

Feedback	Rationale for proposed changes
How will people know about the access and road changes?	LGWM would engage with the public and Metlink bus driver trainers ahead of implementation, to raise awareness of the changes to road layouts and vehicle access controls. The road layout design including road markings, traffic signs and coloured surfacing would also be used to communicate the proposed traffic controls.

10.5 Bus facilities

Many submitters express dissatisfaction with the current state of public transport, citing issues such as late or non-existent buses. They state that before implementing changes, the reliability and frequency of public transport need to be improved.

Some submitters raise concerns about Wellington's weather conditions, particularly wind and rain, and the lack of shelter for pedestrians. They state that any changes should consider the need for adequate sheltered spaces for people to rest and wait for public transport.

Some submitters oppose the proposed changes because of their personal circumstances, such as relying on cars for mobility reasons or concerns about the impact on their ability to access certain areas of the city. Some submitters worry that the proposed changes will lead to increased congestion on certain streets and negatively impact small businesses. They are concerned that, without addressing the underlying issue of public transport reliability, reducing car access may discourage people from visiting the city centre and harm local businesses.

Feedback	Rationale for proposed changes
The public transport system needs to be up to speed first before Golden Mile goes ahead so that people can come into town. Will there also be more public transport put on to support the changes?	<p>Bus driver shortages are a nationwide issue and are also impacting urban networks overseas. To operate the full Metlink bus network timetable, nearly 675 bus drivers are required. Currently, Metlinks' operators are approximately 87 bus drivers short of a full establishment. This shortfall in frontline staff has hindered Metlink's operators' ability to deliver the regular timetable without unplanned cancellations and capacity issues.</p> <p>Metlink is concentrating on reducing the driver shortfall with operating partners as quickly as possible to restore stability to the network as a whole. NZ Bus has recruited nearly 100 drivers from overseas and locally to exceed their shortfall of drivers and have successfully minimised their cancellations – they are now within expected performance targets. Tranzurban is actively building their driver numbers, and Metlink are expecting significant improvement to their performance by September 2023. Once Metlink's operators achieve full establishment, Metlink will look for two months of stability before working towards a return to the full timetable by re-implementing temporarily suspended services.</p>
All bus stops should include an adjacent travel lane, to allow buses to overtake one another. The northern bus stops in this section are good but changing the layout to allow this at the ones near the Cable Car should be considered – especially if there are large numbers of passengers entering/exiting double deck buses which takes even longer.	<p>Options that retained two lanes reserved for buses were considered and consulted on during 2021. The LGWM partners decided to adopt the "Transform" option that allows boarding and alighting in bus lanes.</p> <p>The capacity and reliability of the bus services through the Golden Mile is currently controlled by the two-lane section on Willis and Manners Street. Changing the numbers of lanes in Lambton Quay and Courtenay Place will not reduce the capacity or reliability of the corridor.</p> <p>The design would allow for buses that may be running ahead of schedule to wait at either end of the corridor where other services can pass.</p>

Removing bus stops may mean more people waiting at already busy bus stops. The bus stop outside David Jones is currently well used but has been designated for removal. Additionally, another bus stop around Midland Park would be useful.

Reducing the number of stops means that remaining bus stops will need to accommodate more people boarding and alighting. The design would increase the amount of footpath space at stops to cater for more people during busy commute times. The design also includes increasing the size of the shelters for the busier bus stops, to provide more weather protection and seating.

There are only 2 bus stops in Willis Street in the proposed design. One on each side. There is a long walk from both stops to the next bus stop, particularly the one from Willis then in Manners Street. The increased distance between bus stops is a challenge to those with impacted mobility and walking issues.

There are currently only two bus stops in Willis Street. The removal of the westbound Manners Street bus stop on the Willis Street approach would rationalise the stopping pattern so that every bus stop has a corresponding twin for the opposite direction. Bus stop rationalisation is proposed to improve the reliability of bus services throughout the network.

10.6 Cycle provisions

Submissions related to this theme stress the importance of improving cycling infrastructure to prioritise cyclist safety. Suggestions include allowing bikes in bus lanes, wider bus stops, and physical barriers. Additionally, there is a call for the creation of continuous cycling routes and the establishment of connections between existing routes, to ensure a cohesive and comprehensive cycling network.

Submitters strongly advocated for a well-designed and integrated cycling network, with calls for separated bike lanes along major routes like the Golden Mile. Specific feedback addresses design elements such as using safer materials and clearly marking cycle paths at pedestrian crossings. Additionally, commenters emphasise the need for curbs to separate cycleways from footpaths and stress the importance of clearly displaying separation of cycle paths at pedestrian crossings, to avoid potential collisions.

Members of roller skating and small wheels communities expressed concerns about the use of brick pavers on cycle lanes, citing safety issues for their activities. They advocate for the implementation of smooth-sealed surfaces instead, which would ensure a safer environment for all users. The project will look to provide cycle way facilities, similar to those in Evans Bay and Cobham Drive.

Overall, support exists for prioritising active transport, but concerns remain about shared pedestrian/bike areas, rainwater management, pedestrian safety, and markings. Other topics include impacts on retailers, more public toilets, accessibility, bike parking, connectivity, and shelter for pedestrians. Some suggest restrictions on buses and bicycles to support the initiative of prioritising pedestrians.

Feedback	Rationale for proposed changes
<p>There needs to be continuity for biking across the entire Golden Mile, and not have abrupt endings to the cycleway. There should be a clear route for cyclists from Lambton Quay along to Courtenay Place.</p> <p>Making cyclists swap and change from fully protected to back on the road is dangerous. It is not useful for any road user to make cyclists have to juggle these changing conditions, you'll find most will choose to ride on the road the whole way or stay on the footpath depending on their confidence level.</p>	<p>The proposed design of cycle provisions has sought, wherever possible, to provide off-road facilities where there is space. The off-road paths on Lambton Quay and Courtenay Place have been designed to connect with other parts of the Wellington Bike network. Other projects are being progressed in parallel with the Golden Mile to improve facilities in streets adjacent to Manners and Willis Streets providing improved cycle connectivity within the central city.</p> <p>All side streets will have bike ramps for access to Golden Mile.</p>
<p>At the Beehive end of Lambton, the dedicated cycle lane should continue and connect to the new Bowen Street path instead of having a shared space past a busy bus stop. On the other end at Panama Street, the dedicated cycle lane should continue along one side of Panama Street to connect to the future Featherston Street cycle lane instead of ending in a street with heavy vehicles and loading zones on both sides.</p>	<p>Separate projects are being progressed to improve conditions for cycling outside the Golden Mile project area.</p>
<p>Restricting bikes from some sections around Manners Street and Willis Street should be counter-balanced by dedicated, grade separated bike lanes on parallel streets.</p>	<p>Separate projects are being progressed to improve conditions for cycling outside the Golden Mile project area.</p>
<p>The lack of cycling connections in the area between Taranaki Street and Willis Street make trips connecting to the improved Lambton Quay infrastructure difficult. Improvements on cycling should be made in the area, possibly on Wakefield Street.</p>	<p>Separate projects are investigating ways to improve conditions for cycling in both directions on Dixon Street, and/or on Victoria Street.</p> <p>In response to feedback, LGWM will recommend to Council that changes to the operation of Manners Street are paused until parallel projects, looking to reconfigure Lower Cuba Street and consider improved cycle connection from Dixon Street to Lower Cuba Street, are better resolved.</p>
<p>Clear wayfinding signage is required for the entire cycling network throughout the CBD.</p>	<p>Noted.</p>
<p>Much more bike parking will be required if the project achieves its aims. The big bike rack on Grey Street already fills up quite regularly. Side streets should include bike parking for dozens of bikes in place of just a few car parking spaces.</p>	<p>The project proposed the provision of additional bike racks within the Golden Mile. Wellington City Council are progressing a programme to increase the number of more secure bike parking facilities within the central city. Some of the proposed locations are very close to the Golden Mile.</p>

10.7 Futureproofing

Submissions related to this theme raise concerns that the design is not future proofed in terms of climate change and related events, such as flooding and sea level rise. There is support for a mode shift towards active and public transport because of climate change and its effects.

Many submitters state there is no need for any changes and the project would be a waste of money and resources. It is suggested that the streets and systems are functional as they are, and nothing needs to be done.

Feedback	Rationale for proposed changes
Please consider in the detailed design what doesn't need to be changed. It appears you are replacing everything, repaving everything and replacing all curbing and it seems very wasteful considering the embedded carbon in this approach and the cost. It also appears you may be removing existing mature trees.	This project will help revitalise of the Golden Mile. A key consideration during the detailed design process has been the longevity of asset life – both in the existing and the proposed new streetscape. The design incorporates feedback from engagement and responds to the needs and aspirations identified by mana whenua, accessibility advisory groups, Waka Kotahi, Wellington City Council and Greater Wellington City Council. Where possible, salvageable materials will be reused, such as pavers. Efforts are being made to retain all possible vegetation and existing trees. During construction, Wellington City Council would also use the opportunity to work with Wellington Water to upgrade pipes and infrastructure while the inroad infrastructure is easily accessible.
What has been considered and done to take on board the future where climate change is (and will continue to) impact how we live? What has been done to ensure we have helped people the best way we can to survive an emergency?	The project aims to encourage mode shift from private motor vehicles to more sustainable transport modes. During the development of the Single Stage Business Case, a climate adaptation assessment was completed. This identified how our climate and environment may change and recommendations for how the design could mitigate the negative effects of climate change. Emergency vehicles would have 24/7 access to the area. In addition, the design incorporates civil defence equipment.

10.8 Impact on businesses

Submissions relating to this theme express strong opposition to the proposed changes to the central city area in Wellington, particularly the pedestrianisation of streets and the reduction of car parking spaces. They believe that the plan will negatively economically impact businesses – that fewer available car parks will mean fewer customers coming into the city, and that this could mean the closure of shops, and harm the city's overall economy. Concerns are also raised about the lack of shelter, the unsuitability of the climate for cycling and outdoor activities, and the potential for increased pedestrian accidents.

Some submitters feel that the Wellington City Council is not hearing the concerns of the community and is pushing forward with the plan regardless of public opinion. Overall, the comments reflect a strong belief that the proposed changes will have a detrimental effect on the city, its businesses, and its residents.

Feedback	Rationale for proposed changes
I think this will restrict access to Wellington central for those who want to visit the city to shop/dine. This could harm Wellington businesses. Have the effects on businesses been assessed?	<p>LGWM will continue to work with the WCC, peak bodies, and businesses and to listen to their feedback.</p> <p>In 2020 LGWM commissioned a retail impact assessment for the Golden Mile as a part of the multi-criteria analysis (MCA). This retail assessment provided findings on how the proposed improvement options might impact retailers along the Golden Mile. This assessment specifically highlights positive expectations for landlords and tenants because of the proposed changes.</p> <p>While the changes to travel habits may cause some concern around customer levels in the short term, it is expected that the Golden Mile transformation will have a very positive effect for Wellington central retail and hospitality in the long term. The proposed changes will create a more vibrant central city which supports multiple methods of travel and moves more people within the tight geographic constraints of our Capital.</p> <p>To view the full retail impact assessment, click here or visit https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Documents/Golden-Mile/App-I-Retail-Impact-Assessmentn-Report-UPDATED-FINAL-June-V2.pdf.</p>

10.9 Increasing congestion

Submissions relating to this theme express concern that congestion will be increased and that restricting vehicle access will restrict the flow of traffic. Some suggest said that congestion is already bad in the Wellington CBD, and this will make it worse.

Commenters worry that further congestion will occur on the side streets, as more cars will go down them in search of parking. It is suggested that existing congestion will just be moved from the main streets to the side streets, which will be clogged up by the increased traffic.

Feedback	Rationale for proposed changes
This is generally fine, there is a big issue East to West from Tory to Taranaki. The only East-West Street between Courtenay Place and Newtown is Haining Street. Which is a narrow single lane road, turning into and out of Haining is very difficult and traffic backs up. If Courtenay is restricted, then even more traffic will be forced down Haining, which is already insufficient. Changes to traffic flow around Courtenay place must look at the one-way system from Tory to Taranaki.	<p>It is expected that the changes to vehicle access for the Golden Mile would result in changes to preferred traffic routes through and around central Wellington. Impacts on traffic flows and points of potential congestion have been assessed and considered by Councillors in 2021 as part of the business case approval process.</p> <p>The Council's ongoing development of the network is intended to encourage the use of public transport, walking, and cycling, rather than the use of private cars, thereby reducing greenhouse gas emissions.</p> <p>Further information regarding traffic impact and the assessments that have been undertaken can be found in the Golden Mile Traffic Assessment Report 2021 available here.</p>
Willis Street is the only north bound downtown road apart from Jervois Quay. Anyone in the south part of the city will be forced to detour to either The Terrace or the Quays. Wellington is only three roads wide at this point - Willis, Victoria, and Jervois. This is potentially going to mean a lot more traffic diverted onto The Terrace. It may also make lower Taranaki Street much busier as any traffic from the south wanting to access Thorndon is going to have to head down that way. Likewise, the congestion on Tinakori Road will increase as people take the short hop on the urban motorway.	
Traffic from Brooklyn/Vogeltown wanting to access northern parts of the city needs to be able to use Willis Street going north towards Customhouse Quay. Otherwise, they will clog up Ghuznee Street, Boulcott Street and The Terrace which already carry heavy traffic. Therefore, Willis Street should remain as normal, except for blocking off Mercer and Willeston Streets.	
I am worried cutting off access from Courtenay Place to Blair and Allen Street will cause a build-up of traffic to Wakefield St.	
It appears Lower Cuba St has been designated as a service lane given the priority given to loading zones. However, even with smaller delivery vehicles being mandated, the design does not even suit a service lane. This section of Lower Cuba will simply become clogged in the same way as St Hill St is today.	Following business and public feedback, LGWM will recommend to Council that changes to the operation of Manners Street are paused until parallel projects, looking to reconfigure Lower Cuba Street and consider improved cycle connection from Dixon Street to Lower Cuba Street, are better resolved.

10.10 Micro-mobility

Submissions relating to this theme express concern that there will be safety issues around bikes and scooters on the pedestrian areas of the road. Scooters are cited as a hazard and fear for pedestrians as they can reach high speeds and get left in the middle of the footpath.

Submitters emphasise that bikes and scooters should have their own dedicated space, which is clearly marked and signposted, so they don't have to share with vehicles or pedestrians. A few people say they think that bikes and scooters should also be restricted and included as vehicles.

Feedback	Rationale for proposed changes
Keeping bikes and scooters off the pedestrian parts of the road will be critical. Who will enforce compliance to ensure bikes and scooters do not use pedestrian-only parts of the proposed changes? What will change in the new layout to ensure this does happen.	It is intended that E-scooters will use the allocated active mode space (cycleways). This means they will be separated from pedestrians. There would also be information campaigns to ensure users understood the road rules.

10.11 Parking

There is strong opposition to the removal of parking by submitters, with some saying that parking should be increased, rather than removed.

Many people suggest that the removal of parking will make the city inaccessible to those who need to drive in to attend appointments, shows, and hospitality venues. Some commenters say that they have no option other than to drive into the city, so parking is essential in the area.

People that commute into the CBD state lack of parking would make it hard for them to access their workplaces and could lead them to work from home more.

Shopping is considered hard to do without adequate street parking, as people would struggle with their bags and on the bus with young children. A few commenters say they would instead start shopping at malls in the suburbs, where parking is not a concern.

Feedback	Rationale for proposed changes
Once parking is removed on the Golden Mile, where will people who need to drive into the city park?	There are around 30,000 private parking spaces available in the Wellington CBD. The removal of on-street parking would represent a small amount of the available car parking throughout the area. Removing street parking allows the space to be better utilised and serve more people. Instead of storing a vehicle, the space can be used for active mode lanes, outdoor dining, landscaped greenspace, and wider pedestrian paths.
I can't see any allowance for any parking for normal cars on side streets – I know that is partly the point, but will there be any parking?	Some parking will be retained on side streets. This will be balanced with allocating space for loading zones, mobility parking, and rideshare.
Many side streets have 90-degree parking which will make them highly hazardous for cycling as vehicles reversing out of parks will be unable to see people approaching on bikes. Providing separated cycle lanes or using parallel parking would be safer.	90-degree parking is the preferred option to optimise the available space. The other option would be to designate parallel parking, but this would result in a further reduction in parking allocation.
What parking facilities are being provided for motorcycles along the Golden Mile?	The project has sought to retain motorcycle parking, wherever possible. Motorcycle parking will be available in Waring Taylor, Panama, and Mercer Streets. There will be a loss of motorcycle parking from Lambton Quay and on Stout Street.

10.12 Pedestrian safety

Concerns are raised about pedestrian safety, including the potential danger of busways and the need for better barriers and delineation. Many commenters also express a desire for improvements to reduce overnight noise and antisocial behaviour in the area, as well as requesting measures to address vagrancy, crime, and the management of waste and rubbish.

Some submitters express scepticism about the project, suggesting that it may not benefit pedestrians and instead prioritise cyclists and e-scooters. Concerns about poor bus services, increased pedestrian accidents, and the impact on access to restaurants in the CBD are raised. The need for covered walkways and shelter is emphasised, particularly considering Wellington's weather conditions and the potential for extreme weather as a result of climate change. The possibility of people avoiding the Golden Mile in favour of warmer and sheltered areas like malls is mentioned.

Several submitters express strong support for increasing pedestrian access, limiting traffic, improving public transport, and minimising cars. Suggestions for better delineation between cycle ways and footpaths to improve pedestrian safety are offered, such as the use of short pillars or arches.

The need for proper shelter, non-slip footpaths, and public toilets is mentioned. Seating at bus stops, provision for farmers markets and performance spaces, and consideration of past design mistakes are also mentioned.

Feedback	Rationale for proposed changes
I would like to see pedestrians safe and prioritised. There seems to be a lot of streamlined access for bicycles that reduces pedestrian access and safety. Pedestrians should be the top priority for this area as it is a key walking thoroughfare for Wellington's urban retail hospitality and office hubs. There should be a high level of contrast/separation between the footpath and cycleway to prevent potential conflict between users.	The proposals include wider pedestrian footpaths, designed to meet Waka Kotahi's design hierarchy. Different surface types would be used to highlight parts of the cycle path where there will be interactions between cyclists and pedestrians. We would take measures to signal to people on bikes and foot that they would need to take care when they approach these areas.
There are too many pedestrian crossings and not enough bus stops. With less traffic, pedestrians will increasingly cross where-ever they are and not move to a crossing point. All crossings should have sensor pads to avoid ghosts, and the buses should trigger a green light for traffic.	The number of crossings would not increase, but changes to vehicle access would mean there would be less traffic and it would be easier for buses to move down the corridor.
The crossing across Taranaki is still hugely wide with a half dozen lanes to cross at best. This will need to be watched closely to improve pedestrian permeability through the Golden Mile.	Noted.

It looks like contrast is decreased near Midland Park, where a higher level of conflict would be expected.	Higher levels of conflict between pedestrians and cyclists are expected close to Midland Park. The surface texture will indicate to cyclists that they are entering a pedestrian area and must slow down and be ready to give way.
Please remove the "shared access" of Cuba street off Manners Street. Just make it pedestrian area.	A separate project being progressed in parallel by WCC is considering options for reconfiguring Lower Cuba Street. LGWM will recommend to Council that changes to the operation of Manners Street are paused until parallel projects, looking to reconfigure Lower Cuba Street and consider improved cycle connection from Dixon Street to Lower Cuba Street, are better resolved.
Keep all of Manners St bus and pedestrian only with no general traffic at any time - it is confusing and there are too many cars/bikes/e-scooters using the bus-only parts now.	Following business and public feedback, LGWM will recommend to Council that changes to the operation of Manners Street are paused until parallel projects, looking to reconfigure Lower Cuba Street and consider improved cycle connection from Dixon Street to Lower Cuba Street, are better resolved.

10.13 Surrounding streets

Some submitters give comments about proposed and potential changes to the streets surrounding the Golden Mile. Many of these comments fall out of the scope of this project. Where appropriate and applicable, this feedback will be provided to other programmes of work for central Wellington.

Feedback	Rationale for proposed changes
Will you have turning bays at the end of each street that abuts Lambton Quay? As these streets will now be dead ends, this will make it harder for cars to turn around.	We have performed tests and checks to ensure vehicles up to 6m can turn safely on closed side streets. This helps to ensure access for service and delivery vehicles supplying retail and hospitality venues.
How do you access Mercer street? Victoria street is one way, the corner of Mercer and Victoria Street will need redesigning.	The intersection between Mercer and Victoria Street would be adjusted as part of this project, to make it easier to turn from Victoria into and from Mercer Street.
Blair and Allan Streets require more work.	Other extensive changes to Blair and Allen Streets are out of scope for the Golden Mile revitalisation project.
Pedestrianise the area between Taranaki and Cambridge.	This would be contrary to the objective of enabling an efficient public transport network for Wellington.
Close off Willeston Street as well, it should be fully pedestrian.	Willeston Street will remain open to enable access to several loading bays on Customhouse Quay. Closing Willeston Street would also mean there would be no way for authorised vehicles to access Customhouse Quay.

10.14 Vehicle access

Some submitters raised concerns about vehicle access to Courtenay place at night. Some submitters suggest it is a safety concern with the high number of pedestrians in the area who are going to clubs and restaurants. A few people suggest that vehicle access should be restricted all hours of the day to achieve increased pedestrian and public transport use. Some local residents express concern about vehicle access issues to their apartments, especially when needing to do things like receive furniture deliveries and carry out household removals.

Concerns raised in feedback	Rationale for proposed changes
It seems silly to me to increase the size of walkways and areas for pedestrians when Lambton Quay rarely has a problem with overpopulated footpaths other than during peak travel times. Lambton Quay is a business area; it makes more sense to me to have it open for all sorts of traffic to be able to move in and out of the side streets.	Removing general traffic is necessary to give priority to the bus network. Wellington's population is forecast to increase significantly over the coming years and changes to our transport infrastructure now will ensure our city is equipped for the years to come. Changes to the use of this space are intended to encourage greater use of public transport and more active modes of transport – transforming the area and how people move through it.
If vehicle access is to be restricted to Courtenay Place, allowing vehicles at night seems counterproductive because this is when traffic volume seems at its worst and most dangerous due to all the taxis and ride share companies. It would be far better if Courtenay Place was blocked to vehicles entirely from Taranaki St to Cambridge Terrace, if the intention is to create a public space that feels safe and vibrant.	The rationale for the proposal to allow vehicles to access Courtenay Place after 9pm was to enable taxis and rideshares to collect passengers directly and safely. Following public and business feedback, LGWM will recommend to Council that the times of operation for the Courtenay Place special vehicle lanes be 7am – 7pm daily. This will enable passenger drop off and pick up to most evening shows at the St James Theatre.

<p>I am strongly against allowing general traffic onto Courtney place on Friday and Saturday nights. There are no places to stop private vehicles so that will encourage either illegal parking to pick up passengers, or it will be useless to get people home. The slip lane on the eastern end of Courtney place is currently one of the major reasons for over crowdedness in that area which contributes to anti-social behaviour. If this space continues to be taken up by cars on the busy nights, instead of being available for people, it will continue to be a problem.</p>	<p>There are many competing demands on space in Courtenay Place, including to:</p> <ul style="list-style-type: none"> • minimise traffic in the corridor at peak times for buses; • minimise motorised traffic in Courtenay Place service road to minimise conflicts with people riding bikes or e-scooters (the off-road cycle path connects with Kent / Cambridge Terrace via the service road which is proposed will operate as a shared space) • allow taxis, rideshare vehicles and private vehicles to access the corridor so they can take people home from bars and restaurants; • allow food delivery vehicles to access Courtenay Place (particularly the service road) to collect from fast food restaurants; and • allow private motor vehicle access to enable elderly or less mobile passengers to be dropped off and picked up close to the entrance of the St James Theatre. <p>The proposals have sought to balance these needs and to design the controls so that the use of the space changes throughout the day.</p> <p>LGWM will recommend to Council that the times of operation for the Courtenay Place special vehicle lanes will be reduced to 7am – 7pm daily. This will enable passenger drop off and pick up to most evening shows at the St James Theatre.</p>
<p>I would like to see Lambton closed 24 hours a day to all traffic other than buses (or trams I hope one day!) and emergency vehicles. Businesses must find alternative ways to receive deliveries along here (e.g., bicycle courier, using smaller vehicles on side streets where necessary) rather than mixing heavy, dangerous vehicles with cyclists and pedestrians at any time of day.</p>	<p>Noted.</p>
<p>I think given the number of restaurants etc in the area – 9pm is too late to lift the access restrictions. It should be earlier (say 7pm) so as not to impact people coming into town for dinner.</p>	<p>LGWM will recommend to Council that the times of operation for the Courtenay Place special vehicle lanes will be reduced to 7am – 7pm daily. This will enable passenger drop off and pick up to evening shows at the St James Theatre and those eating out or going to movies.</p>
<p>You need to maintain vehicle access to the District Court.</p>	<p>Vehicle access is maintained to the District Court via Ballance Street.</p>

I'm unclear on what an approved vehicle would be. If it's just emergency vehicles and buses then I'm happy with that, but goods vehicles and taxis/Ubers should not be allowed down Lambton as this would defeat the purpose of the changes.

Under the proposed traffic resolutions, the special vehicle lanes can be used only by:

- Buses
- Vehicles used for specified purposes that are authorised by Wellington City Council.

WCC authorisation may be issued for the following:

- Goods or service vehicles over six metres in length being used to service an adjacent property or undertake public works;
- Trades vehicles being used as part of contracted trade services to a property, or to undertake public works where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable;
- Vehicles that are eligible to park in off-street car parks that can only be accessed via the Golden Mile;
- Cash collection vehicles;
- Specialist motor vehicles undertaking waste collection and street cleaning activities;
- Local government enforcement vehicles undertaking compliance activities at any time.
- Light vehicles in special circumstances where applicants can demonstrate that it is impracticable to undertake activities requiring a vehicle using the side streets for loading or unloading.

Emergency vehicles and marked police vehicles on non-emergency enquires would be able to access the Golden Mile at any time, without an authorisation.

The authorisation process discriminates against residents living in Willis Street where the only access to our properties is from Willis Street. We have no other option to move goods, and household furniture, whiteware, etc into and out of the building. Delays and restrictions on the approval of an authority will have a major negative affect on the quality of life for residents.

During the design process, several apartment builders were identified as not having side street access. As with all other vehicle access to Golden Mile, residents will be required to apply for authorisation, as needed. Companies making deliveries within the Golden Mile will also be required to apply for authorisation if they are unable to use the surrounding side streets to make their deliveries.

There should be no vehicle access from side streets onto or off Lambton Quay. After the cycle lane ends at Panama Street, where are cyclists meant to ride? There needs to be a safe and marked transition onto the road until that connects with another cycle way.

The proposals will see connections for people on bikes between side roads and Lambton Quay retained.

The only motor vehicles that would be permitted to move between side roads and Lambton Quay are emergency services vehicles in an emergency.

A connection from Lambton Quay to Stout Street has been retained for use by buses at times when they are diverted (as was the case for the demonstrations around Parliament during 2022).

11 Consultation and engagement methods

LGWM consulted with stakeholders and the public on the proposed Traffic Resolutions between 26 April and 23 May 2023.

To ensure people were aware of the consultation and knew how to participate and have their say, LGWM shared information in the following ways and through the following channels:

- An awareness campaign, including bus backs and posters, to create awareness of the simultaneous engagement on both the Golden Mile and People-friendly City Streets projects
- Information shared with our partners – WCC, GWRC and Waka Kotahi NZ Transport Agency
- Media release – also posted on LGWM’s website which included <https://lgwm.nz/all-projects/golden-mile-improvements/related-documents/>
- Newspaper advertising in the DomPost
- Letters posted to 4,731 building owners, business and ratepayers on the Golden Mile and its side streets
- An email sent to 9,786 stakeholder groups and individuals on our databases at the start of consultation, and a reminder before it closed
- Consultation brochure available in all WCC libraries and on [our website](#)
- 12 Social media posts on Twitter and Facebook with a reach* of 91,323
- LGWM newsletter
- **LGWM’s website which included:**
 - Online survey
 - Printable version (pdf) of the survey (including how to access support to complete it)
 - Summary of proposed Traffic Resolutions with location maps, drawings and flythroughs (in plain English)
 - [FAQS](#)
 - Information on WCC’s Let’s talk website.
- At this time, the Golden Mile Developed Design Report 2022 and the Golden Mile Developed Design Engagement Report 2022 were also made available on the LGWM website.



LGWM also engaged in-person:

- Held briefings for Joint Councillors
- Briefing for Te Piringa, our Mana Whenua advisory Group
- Briefings for peak bodies (Business, Property, Retail, Hospitality, AA)
- Briefings for business owners respectively on the Golden Mile (Spark, 42-52 Willis Street, and WCC's Te Pokau Hapori, 105 Manners Street)
- Held 2x drop-in sessions for the public at public WCC venues with technical and engagement team members to answer questions, and share maps and key information (at WCC's Te Pokau Hapori, 105 Manners Street; Te Awe Library, Brandon Street)
- Held a webinar for the public and other key stakeholders
- Received 11 phone calls
- Received 99 emails
- Shared our contact details for public enquiries (phone, email).

Website and social media

Website

- Acquisition to the website by social media was up 297% from 810 to 3220
- The Golden Mile page had 5,861 views compared to 646 in the previous period (26 March – April 24)
- The Have Your Say page had 23,217 views compared to 490 in the previous period (26 March – April 24).

Social media

- **Facebook:** During this time, there were posts on both the Golden Mile consultation and the engagement on the People-friendly City Streets project. These posts did not differentiate between Golden Mile and City Streets. There were eight Facebook posts in total, six of which were boosted. These eight posts had a total reach of 90,334, 1083 clicks, 18 shares, 802 comments, and 396 reactions.

- **Instagram:** Five of our Facebook posts were cross-posted and boosted onto Instagram, though we don't have an account on the platform. These had a total reach of 32,908, 227 clicks, 16 saves, and 72 reactions.

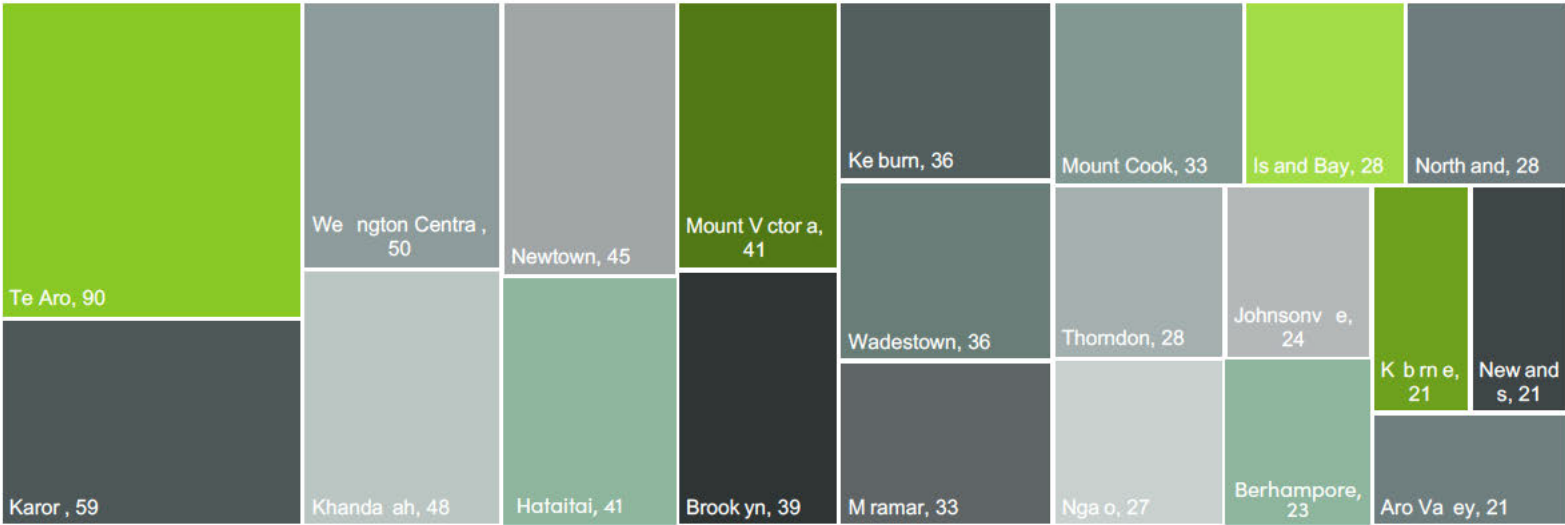
- **Twitter:** there was one post specific to Golden Mile and three non-specific. These four posts had a total reach of 989, and 53 engagements. We also posted a generic announcement of engagement on Neighbourly which had 48,889 impressions, 149 clicks, and 3 reactions.



* Reach is measured as the first time someone sees a post of ours. If one person sees 10 posts, this is counted as 10. It does not count subsequent views by the same person.

12 Survey demographics

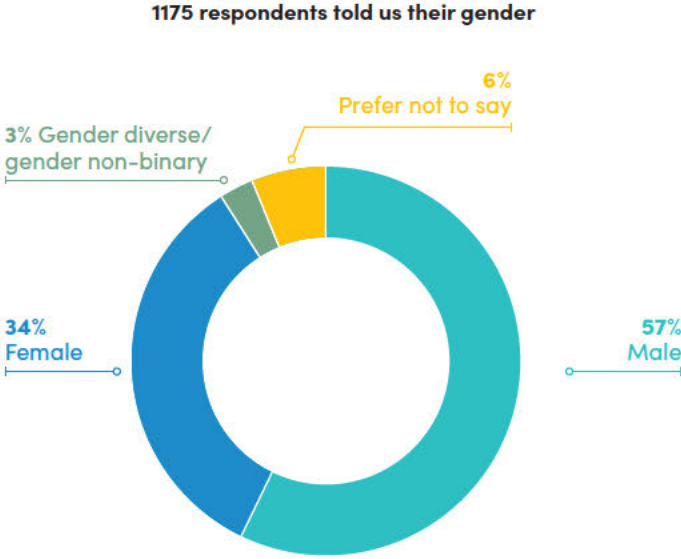
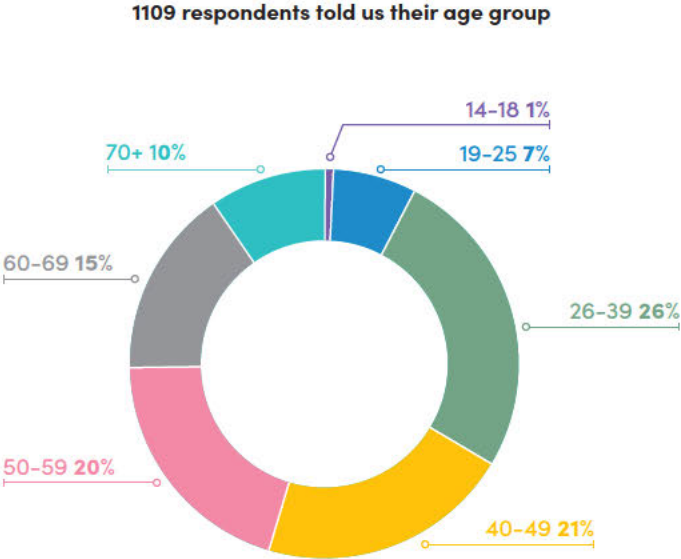
956 submitters told us their of residence. A total of 78 different suburbs and area were represented. A visual summary and full list are shown in the table below.



Suburb	No.	%
Te Aro	90	7.3%
Karori	59	4.8%
Wellington Central	50	4.0%
Khandallah	48	3.9%
Newtown	45	3.6%
Hataitai	41	3.3%
Mount Victoria	41	3.3%
Brooklyn	39	3.1%
Kelburn	36	2.9%
Wadestown	36	2.9%
Miramar	33	2.7%
Mount Cook	33	2.7%
Island Bay	28	2.3%
Northland	28	2.3%
Thorndon	28	2.3%
Ngaio	27	2.2%
Johnsonville	24	1.9%
Berhampore	23	1.9%
Kilbirnie	21	1.7%
Newlands	21	1.7%
Aro Valley	21	1.7%
Tawa	18	1.5%
Oriental Bay	16	1.3%
Wilton	13	1.0%
Strathmore Park	13	1.0%
Lyall Bay	12	1.0%

Suburb	No.	%
Seatoun	12	1.0%
Lower Hutt	11	0.9%
Roseneath	10	0.8%
Churton Park	9	0.7%
Crofton Downs	8	0.6%
Paparangi	7	0.6%
Kapiti Coast	7	0.6%
Houghton Bay	7	0.6%
Melrose	6	0.5%
Vogeltown	6	0.5%
Kingston	6	0.5%
Southgate	5	0.4%
Kaiwharawhara	5	0.4%
Mornington	4	0.3%
Pipitea	4	0.3%
Porirua	4	0.3%
Highbury	4	0.3%
Petone	4	0.3%
Waikanae	3	0.2%
Upper Hutt	3	0.2%
Grenada North	3	0.2%
Maupuia	3	0.2%
Whitby	3	0.2%
Paraparaumu	2	0.2%
Stokes Valley	2	0.2%
Rongotai	2	0.2%

Suburb	No.	%
Raumati South	2	0.2%
Owhiro Bay	2	0.2%
Avalon	2	0.2%
Titahi Bay	2	0.2%
Redwood	2	0.2%
Alicetown	2	0.2%
Woodridge	2	0.2%
Tirohanga	2	0.2%
Ohariu	2	0.2%
Broadmeadows	1	0.1%
Breaker Bay	1	0.1%
Aotea	1	0.1%
Clouston Park	1	0.1%
Eastbourne	1	0.1%
Glenside	1	0.1%
Korokoro	1	0.1%
Martinborough	1	0.1%
Paremata	1	0.1%
Pinehaven	1	0.1%
Plimmerton	1	0.1%
Pukerua Bay	1	0.1%
Wainuiomata	1	0.1%
Wairarapa	1	0.1%
Waiwhetu	1	0.1%
Wallaceville	1	0.1%
Worser Bay	1	0.1%



13 What happens next?

We are following WCC's traffic resolution process.

An oral hearing is scheduled for 14-15 June.

Wellington City Councillors are scheduled to hear and decide on the proposed traffic resolution on 29 June 2023.





Summary of oral submissions – Te Kaunihera o Pōneke | Council - Golden Mile Oral hearingsTraffic Resolution

When	14 th June and 15 th June 2023
Where	16.9 Council chambers and online via Zoom
Who	111 submitters – 11 representing organisations and 61 individuals

General comments about Golden Mile

- Cycleway pedestrian paths mixed in busy places are not workable. Need separation the whole length.
- In favour of Bike network plan
- Whether short term parking for pickups rather than metered
- How many people get dropped off, it's constant
- Sth side of Courtenay place to – Cambridge to Tory keep slipway open
- Lots of ethnic restaurants in Courtney Place – 40 businesses
- Congratulate – positive move for city.
- Strong support for Project particularly place making.
- Being able to wa k around the city with improved facilities is key
- Cycling a city patchy – dedicated provision in some places.
- Full support contingent on other projects to provide direct cycle routes. Featherston to Victoria City streets Project.
- Concerns about shared area – needs clear messaging especially around Nthn end of Lambton Quay
- New campaign – Quays Please – provide dedicated cycle route along Quays as waterfront too crowded
- I'm a cycle commuter and bus user, generally supportive
- Network needs to see it links up - not start stops
- People need to be educated to understand how to behave and keep safe in shared spaces
- Cycleways and buses have same coloured paint - confusing
- Recent graduate – representing young people and excited about the changes on the Golden Mile
- Grown up in lots of cities.
- Prioritisation of buses will make it more accessible and will attract students to the city
- Green areas/spaces will encourage people to spend more time in the city
- Disappointed with the blockage of bike paths
- Would I ke to use Manners street for bike path an uninterrupted cycle route (not shared zone)
- Doesn't like shared spaces – wants them divided – doesn't think it will work
- Believes cyclists should allowed to bike on road – Lambton Quay
- Doesn't agree with removal of bus stops. Less convenient for people – especially people with accessibility issues.
- Great seeing trees in town
- Has to drive to drop off children and get to work, as public transport not reliable, difficult with special needs child
- Need parking and vehicle access, theres times when you need a carpark
- Central hub BD – services not available in suburbs
- Buses unreliable
- Clients cant carry large volumes of docs
- Or coming in from regions Levin
- Disability, young parent. Elderly – will go elsewhere out of city Corporates will leave cbd And more use of cars will worsen carbon footprint
- Unable to consult professionals – we drive them our of city, Dental or physio; Post surgery.

- TR prohibition on Willis, authorisation scheme - Access to Victoria eg from Boulcott St (will be 2x as long, 3x the distance)
- Change authorisation scheme – defer TR on Willis street
- Poor process – starting on Victoria when finalising Golden Mile
- Pause Willis street while resolve Golden Mile
- Degeneration of Manners st since no car access – this could also happen to LQ -highest pedestrian foot count – busy footpath
- Need deliveries to shops during the day
- Against closing side streets
- Suggests access up Waring Taylor to LQ, and down Johnston; up Brandon and down Panama
- Recommends dedicated regular bus services shuttle system long Golden Mile on LQ and CP; free or cheap
- Golden Mile wont work for city
- Doesn't oppose LQ and Willis – nicer ambiance, hub for businesses and offices
- Doesn't agree to extend it to CP – step too far – compare with Mall in Bourke St Melbourne
- Its already access ble walking city
- Against removing parking in side streets
- Need to Support business
- Population creates cultural shift, not by Council – diplomatic, parliament , government
- Wellington doesn't have biking culture compared with Chch – at best only 8-9% will cycle
- Suggest staged and tested than all out at once
- Need PT system in place – step up rather than pre COVID
- Need park and ride at stations- extra provision in suburbs to use PT to city
- Ideologically driven – needs to be common sense and pragmatic, with good planning
- Supports the proposal for Lambton and Willis
- Opposes proposal for Courtney Place
- Wellington already a walking city
- Requests a stage by stage approach
- Creates 3km mall - like Melbourne but without trams and 5m pop + 700,000 visitors per day
- Security an issue – and customers will leave
- Businesses don't have financial reserves since covid pressures
- Cyclists don't provide security
- Lack of appreciation of impact on business, need critical mass to create thriving and growing space and fill empty shops– we don't have the population
- Planning based on overseas cities – different climate and populations, frequent transport
- Wellington public servants don't spend time in city
- Who will pay – loss of income from parking, business rates
- Population analysis have only done business hours
- Don't have resources or money to pay for security
- Once perceived as unsafe then people don't go and retailer vacancy goes up
- 25% population are disabled/ elderly.
- Doesn't believe spending money on streetscape on Lambton Quay will make the northern end of Golden Mile better
- Is it worth money?
- Benefits – don't stack up – rose tinted \$85M
- Don't need to spend it – what are pedestrian realm benefits (\$24m?)
- Impact on buses in CBD – eg MRT would replace no 1 bus route, so less buses in CBD
- Resolve the uncertainty of these projects and- pause on GM - and focus on more certain for MRT
- Against fewer bus stops, offline
- Cycle lanes
- Defines cyclist as motor vehicle – special class

- Public “overwhelmingly” wanted more expensive transform option based on previous engagement
- Design not perfect but its better than status quo – delays not doing the work creates costs
- Does out front parking kill business – no it doesn't eg Cuba mall - no parking and working, Johnsonville – Lots of parking and dieing, Hutt rd – Not much parking and working.
- Retail impact assessment provides solid examples
- Supporter of project but changed mind
- Concerned about process
- Bus space/ reduced number of stops
- Against vehicles allowed on CP when people inebriated
- Mix of shared paths and cycles way on LQ – is poor practice
- DomPost story – need for due process
- If aren't doing due process, then say no and implement simply - orange cones and planter boxes
- Golden Mile key route for bus system
- Need proper pedestrian space
- Recommends book - Carmageddon: How Cars Make Life Worse and What to Do ... - is why we need to do things like Golden Mile
- Expensive project that benefits only a small number of users (cyclists)
- Forces people onto bikes, e scooters
- Need more reliable Public Transport, better traffic flow, more car parks, more accountability for projects, safer streets, practical solutions,
- Against costly contractors
- Pointless beautification scheme
- A need to sort out current transportation service first for reliable bus service
- A bus flow on Golden Mile isn't an issue.
- Need to engage – people need to understand the project
- People moving out of city as they cant get around right now
- Ensure consensus process
- Impact on clients -older, physical/ intellectual disability- cant drive or us buses, other impairments/ injuries
- Already more vulnerable or disadvantaged, would be further disadvantaged
- Deliver to treatment providers eg Pacific radiology
- These people don't have an options – total mobility card holders
- Access community in safe and dignified way
- Authorisation system should allow access to loading zones to help people
- Against principles of total mobility scheme – only for transport time
- Additional time component and more costs if can actually get from mobility park to provider
- 7.30am -7pm, mobility parks are not sufficient, should have same access as the bus – LQ and CP, lower Cuba
- Do you meet clients/ do they come to you door to door service
- Do you have a view on policy intent? cant use bike car or bus – less cars may help – but access to appointment from park is detrimental
- Supports movement round city in more sustainable way for work on Golden Mile that relies on Golden Mile for people to interact with city
- Golden Mile is more than just a transport centre– Golden Mile isn't just a thoroughfare
- Impact on Manners street – broken link between 2 ends of city, need to create cohesive experience
- Manner street – how to make LQ as vibrant as Cuba st
- CV – about connection with environment and between individuals – don't just pass through an area, slow down to experience environment, spend time, feel safe
- Access to car parks still part of daily life and parenting
- Golden Mile is nice to have not a game changer – access to waterfront
- Business buzz missing with an eye on suburbs

- Don't remove more vehicles than you can replace with pedestrians
- Need good Public Transport
- Flawed logic about bikes – focus should be on electric vehicles, MRT like Perth trackless trams
- Invested in premises
- Families won't be able to park cars
- Delivery issues and increased costs – 2 delivery people
- No two way traffic lanes on Lambton Quay and Courtney Place Eg scooter ebikes (which are like 50cc motorbike / scooter) and cargo bikes are traffic - Constant crisscross of riders and pedestrians
- Nothing in proposal to facilitate scooter and other forms of transport
- Arguing about transport for decade – changes – need to accept things have changed and need to be forward looking – bikes and scooters need to sit in traffic context, will get 3D shortly eg Jetsons.
- Connect Wellington as a whole by focusing on big projects first
- Focus on must haves
- No focus on crime through environmental design – A percentage in Wellington is also underreported
- Will it encourage customers, project has not been considered, not best design for thriving retail environment, sit on buses and go through area
- No modelling on commercial, courier and ecommerce impacts this should be a priority
- How is this budgeted for
- Retail impact report is taken with grain of salt – report qualifiers, include significant limitations, has not quantified impact on retailers, quantifying data – LGWM has chosen not to, case studies aren't comparable
- 28% retailers will close door, 24% will move out of city Porirua and Hutt – few hours and staff – vibrancy of town and cities – backbone during emergencies
- WCC consultation which they ignore; Manners street – failed pedestrianisation:
- Businesses are not renewing leases; ability of couriers to access stores;
- Lack of focus on sewerage system issues
- Do not progress project - bigger issues to resolve
- Data and economics don't stack up
- Not staged approach work A not would fall over
- Students largely in favour of project – beneficial to students
- Points to consider - Safety at night for working in hospitality area
- LGWM is working with experts and Pōneke Promise – would like to see more specific details and advise on what best practice looks like
- Impacts of climate change – prioritise Public Transport to offset private transport emissions – embedded in Golden Mile
- Students big users and support access to educational areas with health employment
- Increase life and vibrancy of CBD – opportunity for events
- Removal of bus stops not an issue - priorities on bus shelter or removal if this helps move things faster
- Big users of Public Transport - frequency and cancellations are key issues for students often living in suburbs and need to be well connected.
- Against removal 450-550 car parks across city
- No evidence of who people are, what request was, - evidence and data [have they asked?]
- No consultation with businesses initially – has been since
- No evidence makes it easier to get around
- Concerns re restrictions on taxis etc and lack of PT on the GM to access PT during early hours of morning
- Concerns re lack of private vehicles on Golden Mile – a decision made by NZ Police - what evidence is this based on.
- Put a halt on construction until Public Transport improved
- Consider concerns of Assoc and small business before proceed with construction

- Want LGWM to provide evidence and data to back up work/ decisions
 - Could it boom like in Auckland and much congestion, People don't want 20 yr lease, will it perform, Auckland CBD different geographically
 - Is climate change a threat to industry specifically and very trying to that challenge. Responding at costs of business. Needs more consultation.
 - Taking away vibrancy with lack of evidence provided – do you want to see more not a lot of data – haven't seen qualitative data
 - A trial than staged process, would avoid costs of infrastructure
 - We are more than retail stores – connect community – proud what contribute to city, stock unique in NZ
 - Disappointed so few businesses presenting – time poor, cant get staff, wont be heard or listened to, WCC anti-business agenda, knackered, COVID pressures
 - Trying to put hand up for years and ask questions – but not a lone wolf
 - Not renewing lease – moving month to month basis
 - Don't know what future holds – my house is on the line and I cant do that to my child
 - Who in right mind would take on lease, rates and insurance costs – noise, chaos, disruption, people wont come into the city – so know Im safe
 - David Jones – wa ked away despite paying 5 years lease in advance
 - Landlords know people not going into city and are going to Queensgate
 - Asked customers – will you be able to come in with new LGWM plan – older people are not comfortable on bus, not near bus stop, cant do multi trips with bus, buses take too much time
 - Has compensation been budgeted due to disruption/construction
 - Courier and 10.5 tonne truck would need to turn around - but its not in plans – but not enough trucks to deliver goods between 7-8am
 - Go back to pre Covid assumptions with people leaving Wellington
 - Challenge plan, there are no overcrowded footpaths
 - Impact of buses of putting on prams – other buses backed up behind because they cant pass
 - Sending them to Queensgate, Australia, provinces
 - Safety – crime issues from big malls.
 - Cost pressures - Rates
 - Halt LGWM.
 - Concerned cyclist regarding Golden Mile
 - Things are fine
-
- Bowen street turning right - concerned safety is compromised – bus loading times so buses overtake each other which endangers cyclist
 - How do buses and cycles merge and LQ end of Bowen
 - Instead save 2 mins – Set lights to advantage buses and allow buses to have right of way like on other cities.
 - Remove cars from entire length of Golden Mile
 - You can b ke length or walk
 - Bring joy back to Golden Mile
 - Growing sense in his community of road safety
 - Supportive of fantastic work done to date by GM
 - Pedestrians and cyclists moving against each other when pedestrians crossing at signals – so people would revert to cycling on road
 - Recommends looking at Quay street Auckland – traffic signals extends across road and cycleway to stop cyclists and allow pedestrians to safely cross road
 - Aware of cycleway on Featherston but irrespective there will be unsafe conflicts between peds and cyclists for ped to cross the road
 - Been deeply involved during LGWM and before – and very supportive of work centra;
 - Pushed hard to get as much pedestrian thinking as possible

- Golden Mile is lynchpin - must be right to get the rest of Wellington moving with key ped and bus route
- Golden Mile started as walking corridor with good Public Transport but scope creep – and isn't better for pedestrians
- Mishmash about traffic access eg general traffic during evening entertainment hours
- Network guidance against shared paths and crossings on busiest ped route – they weren't aware of that and it was a surprise
- Don't remove bus stops
- E scooters unclear where they sit in process, this is a big issue
- Need to withdraw TRs and go back to designers and fix it.
- Blocking off side streets on eastern side, that's a good improvement
- Cyclists are 2nd in road hierarchy but pedestrians are first priority.
- Engagement by LGWM walk around was a year ago (as part of audit?) to look at design issues. Suggested elements for cycleway around Supreme court is an issue.
- Drive weekly to Golden Mile – services used are located in city
- How to get kids to appointments
- Removal of carparks done without cognisance of needs – will travel to other suburbs instead
- I will never bike in Wellington
- Against money for LGWM for projects that only benefits a minority of people
- Against inline bus stops – this limits access for emergency services
- Don't remove bus stops
- Can be achieved by more pragmatic measure
- Oppose service - taking heavy tools/ supplies
- Doesn't meet family needs
- No economic sense.
- Shop attracts people to city and from greater NZ
- Adamently against changes, it wont benefit city or business – opposition across the board – Chamber of Commerce etc
- Superficial and biased – predetermined agenda without regard to feedback – widespread opposition – surveys, info not available, hiding behind pre-set agenda to make changes
- Proper consultation and feedback needed if changes will be of benefit
- Accessibility is paramount
- About to refit premises \$500k but postponing due to project – looking outside the city
- Hatred of cars within LGWM
- Emissions from cars been solved – but still need cars to get around
- Debarcle, need independent review – or referendum - like Paris - have their say properly
- WCC buildings were left empty, taken a long time for decision
- Solution looking for a problem – agrees already to have wider footpaths, more students attend lectures remotely
- Will congest parking
- Financial costs – costs will blow out and lost revenue from parking
- Opportunity costs – use money where we will get bigger bangs from buck like 3 waters
- This will make Island bay cycleway project look good
- Country in poor state, poor infrastructure – no money
- Wellington relatively unique city
- Loves innovation but will lose what makes it special
- Council needs to add people to city – works best 108,000 in day, growing inner city
- Wellington growing by 2000 people a year
- People buying in inner city no longer want car parks
- Grow population of inner city – save money, lower rates, reduce carbon
- Postpone for 3-5 years to get science right/ study benefits of intensification and grow inner city population
- Remove suburban buses from inner city

- Tweak, focus on growing people living in inner city
- Inner city residents emissions is 80% less than national average
- Study the benefits of the intensification thus far to prove the case, It needs to drive decisions, we come from suburban history
- Investing a massive amount of money on something that may or may not work. Retailers are suffering and need help with no disruption and need support now
- Open the Golden Mile to bikes, Public Transport by 80%
- Traffic bottlenecks – no proposal to alleviate them; PT fares increasing
- LGWM proposed to ban cars and boulevard – how do we get groceries, get to doctors when sick, brute force approach to use overpriced substandard public service
- London – traffic greater than ever
- Current proposal, brings costs up, rates up, Public Transport subsidies up, fares increase
- Too many bus service issues
- Need dedicated bus lanes – give buses priority, greater subsidy
- Then would we need 2nd Mt Vic tunnel
- Real issues will move people out of Wellington and CBD
- Watched city deteriorate – lose its mojo
- Changes are nice to have but not prudent financial management
- Infrastructure should be priority, not cycle ways, do 2nd tunnel
- Irrational widening footpaths
- LGWM policy are disastrous
- Cyclepaths doesn't meet cost/ benefit
- Cost benefit analysis was 80 pages, with no financial details
- Wellington City is too small for it; driven by ideology
- What are infrastructure issues? A Not 2nd tunnel
- LGWM plus WCC GWRC and Earthquake police crippling city
- LGWM wooed and seduced by own website artists and consultants
- Cycleways - Approach is build it and they will come
- Loss of parking revenue is 2nd largest income source, first is rates
- Queries LGWM website 300 cyclists per day; 80 buses per hour – needs to be a better way to control that – create bus hubs to reduce buses in city centre
- Need free shuttle service around city
- Golden Mile only benefits cyclists
- Wants 2nd tunnel, tidy up cycleway to Hutt and poeple out of cars into Public Transport
- Courtney Place – safety issues – noise from bars, cant hear cars
- L kes closed off side streets – visibility limited by SUVs parking
- L kes Te Aro park due to it being more open, visable
- Concern about parking available for mobility users
- Get on with it – better done than perfect – perfect is never done.
- 1980s best little capital
- Closure of side streets will result in increased freight and staff costs (living wage employer) will impact all businesses
- Unacceptable to expect deliveries to arrive out of hours – who will work those hours
- Goods arriving on pallets on tail loading truck (cost of pallet = \$170)
- A lot of businesses want out of leases, now leases available
- Accept prioritise Public Transport during peak hours but this will create gridlock on side streets
- More enforcement of loading zones with large fines
- Spend money on infrastructure, not ideology.
- Support LGWM on Golden Mile to improve downtown and create better urban space
- Travelled to people-centric cities like – Harlem, Copenhagen
- Listen to city design experts
- Don't halt, go ahead

- Make more readily available bus stops
- Shared space, the more the better – an injury by a bike is fine than injury from car/bus. less likely to die.
- A brilliant idea and should have happened years ago – 2020 consultation so clear
- 1970 Cuba Street businesses were concerned about the mall but successful
- Ensure cycleways connected – bikes with kids
- Shared spaces are contentious but design gives clear space for people on foot, so its clear.
- Look at case study on Cuba Mall. Also move to pedestrianise in Chch near Bridge of Remembrance. Just no big box stores on Courtney Place and Lambton Quay
- Wanting 24/7 dispensation for residents to stop outside their apartments no car parks in building, only access from Willis street
- Authorisation Plan precludes him from access to his house on Willis Street
- No traffic or pedestrian congestion on Golden Mile so no issue
- Has facilitated 2 business sessions with LGWM – all against
- Businesses ceased engaging as no point, changes coming from zealots and think it will damage them
- Issue – trades access and time to get authorisation (espeacially on Featherston Street)
- Focus on infrastructure
- Recommendation: Send plan back to LGWM for rework or WCC should take back control of streets (LGWM / WK do SH1)
- Tradies don't have a organisation to speak for them. Plans for Featherston St – cycleways, and closing side street, authorisation system is lunacy.
- Issue of buses running red lights, this needs to stop that to keep pedestrians safe.
- Tram system better for centre of town, better ped focus.
- 29 years in business – waiting for lease to expire and will close shop
- Lack of people on Golden Mile / Courtney Place on foot, dining out, because they cant get a car park
- Impact of closure of car park at James Smith/ Amora and Readings has a big impact esp closure of James Smith.
- Cheaper car parks could encourage people to come in, don't want to come into city to dine
- Strongly supports all changes
- 4 Issues – feel unsafe as cyclist, waste of space used just by cars, Courtney Place dangerous with students nearly hit by vehicles at night, and reduce emissions
- Ubers and Taxi's could catch on alternate street, eg Wakefield
- Students views are split but more so
- It will not stop students from going out and spending money, same as Cuba Street
- I get around town by walking to town, or uber.
- More bus movements, bus stops and more people
- Future proof for light rail
- Support GM as nice place for pedestrians – evidence that it benefits
- An issue, removal of motor bike parking areas – cnr LQ/ Ballance, LQ/ Stout, LQ
- Doesn't put him off coming into city
- Spends time in city with elderly parents – not very mobile
- Fundamental support for proposals to Golden Mile
- Focus on human experience throughout construction and designs
- Where done elsewhere. Hugely beneficial
- Don't let large amount of cones put off poeple coming in
- Help activate change while, know it will be interesting – watch it happen and don't stint on investment on development response to help the business
- Focus on change with tactical and other support – tactical experience
- Businesses concerned about losing business eg ballet – overseas these are located in plazas and citizens still seem to get there
- Concern about logistics and deliveries, businesses need certainty and sensible smart parking enforcement and use of space – use road space when most available

- Supports – great change for city
- Golden Mile is back bone of city – flows from here and important for region
- Public Transport needs to be accessible, more stops
- Make sure bike storage available, not stolen (currently its 500 - 500m walk away)
- Focus on trees and foliage, there are only parks by Parliament or Midland, turn Lambton Quay into Lambton Ave
- Timeframes – make sure done well than done quickly.
- Passionate about built environment
- Can't see ROI for ratepayer and clarity on cost benefit from WCC
- Concerned about authorisation system – 5 working days for response for building emergencies and create safety issues, slow down productivity and haven't considered impact on business
- Deliveries to retail during the day
- Have challenged LGWM buses v ped, and safety issues
- Health and safety impacts is increased with number of buses
- Intermingling of buses and pedestrians won't create environment
- No guaranteed access to loading zones, will park on driveways and footpath
- Recommend Traffic Resolution amended so delivery/ service vehicle can access Golden Mile all the time with 12 month authorisations system
- The difference between Auckland and Wellington changes is what improvements in Auckland? Upper A bert not thriving, doesn't agree with sentiment that removing vehicles works
- Earlier consultation conversations about safety aspects, then challenged data from LGWM which haven't received it - how many trade/delivery vehicles or buses had caused injury or death
- This won't work way you think it is, leave it alone. It will send them broke
- LGWM has false narrative - No congestion (only on road 4-5pm); or on footpaths (Cagney report agrees with him); no population growth
- Golden Mile never was Willis Street or Manners Street or Courtney Place – now grotty mile
- LGWM not listening to Vance Vivian– not making changes to bus stops.
- Manners Street failed and will happen to Lambton Quay
- Bus priority at expense of vibrancy of city
- Just ticking boxes – can't find any support for it
- People will shop in Hutt
- If we fail, let cars in during non-peak time eg Manners Street - no one wants business in Manners
- Wellington population too small
- Asking friends - 96% friends do not support it
- 30km speed limit – questioned child survival rate
- Economic costs – billions? (LGWM Program based)
- WCC ratepayers will pay 20% costs \$11,400 for every man woman and child from LGWM
- Loss of carparks
- Need to enable drop off Opera House / St James
- Golden Mile no longer golden – John Key said city dying.
- Need council with vision eg absolutely positively Wellington
- Owns 7 Bars mostly Courtney Place, Cuba – old Paramount building (Police say too congested)
- Need big entertainment precinct
- Lost mojo – no longer cool little capital
- Need visionary council to make big changes
- Days of parking outside are over – need to be bold
- Businesses will get behind this
- Do nothing or change? IS do nothing an option, it needs a vision

- Dixon Street changes has improvement street, preventing antisocial behaviour in Te Aro park – body corps, etc – need more initiatives to activate space
- Council should go ahead with Golden Mile visions, get on and do it, currently its not working and overdue for upgrade
- Courtney Place needs to be recognised as a precinct and special area of Wellington.
- One thing do differently, lights strung across the road. Will run for mayor and sort it out.
- Thanks to LGWM engagement team who fielded countless questions
- Proud of business success eg export views
- Has met with many in person over last few months to discuss future of city
- Chamber made 19 submissions to LGWM
- Some of proposals do not align with WCC policies
- Large vehicles/ trucks delivering
- Overarching LGWM budget
- GM – Value for money - press LGWM to do better
- No productivity gains
- Government money in question
- Support urban transport and development intensification
- But endangers productivity gain
- Golden Mile tinkers around the edge – cause congestion elsewhere
- Rescale and reprioritise on projects with greatest concern, completed at speed
- LGWM needs to do better, dealing with public and information community
- Information shared 2 weeks after consultation closed
- Whole organisation not performing as should and not equipped to deliver project
- Hold LGWM to highest standards and quality of information
- All infrastructure work disruptive but significant issues – further steps to mitigate
- Wellington needs far reaching infrastructure, it needs to be transparent around financing
- LGWM must do better
- Further work is needed to address what's proposed – current proposals insufficient
- Golden Mile will become like Manners mall, thats a risk
- Dump consultants, vacate role
- Not opposed but have concerns and caveats about what's planned
- Do it once and do it right, devil in details
- Biggest concern is shared pathway - ebike and pedestrians
- Cant see need for cycleway on Lambton Quay and Featherston Street – delete Lambton Quay cycleway (Ebikes go 30 or 50 kmph) on footpath
- No additional parking facilities for ebikes are provided
- Wider footpaths have no additional ped cover, not sheltered
- Why widen footpath on eastern side if majority are on other side
- Why remove bus stops, David jones stop has no passing lane for buses. Distance disadvantage older/ disabled
- 5 working days for authorisation system approval is too long in an emergency. Use an app for pre approved suppliers
- Public education with 30km on Terrace – strongly encourage speeds / education so aware of changes
- Public drop off facilities St James and why cant change to 7pm? Wellingtons creative arts will suffer – LGWM told us at engagement they cant do that
- Trainstation locations have park and rides full – LGWM says its out of scope
- Impact on less mobile and less abled - needs increased focus on these groups

We are proposing a change in your area

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

Kia ora,

This is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

Reference	<p>TR22-23-GM1– Golden Mile Revitalisation, Lambton Quay corridor from Bowen Street to Willis Street (including side streets).</p> <p>This report should be read and considered in conjunction with four other Golden Mile-related Traffic Resolutions reports: TR23-23-GM1, TR24-23-GM1, TR25-23-GM1 and TR28-23. TR28-23 describes the authorising process for motor vehicle access to the Special Vehicle Lanes on the Golden Mile.</p>
What we'd like to do	<p>Proposed changes:</p> <ul style="list-style-type: none"> • Provide a special vehicle lane in each direction that will prohibit motor vehicle access to Lambton Quay for the hours specified in the Schedule (At all times, Monday to Sunday), except for the following specified classes of motor vehicles: <ol style="list-style-type: none"> 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23) • Remove existing bus stops along Lambton Quay corridor from Bowen Street to Willis Street • Install new bus stops at locations along Lambton Quay corridor from Bowen Street to Willis Street • Remove existing pedestrian crossings along Lambton Quay corridor from Bowen Street to Willis Street • Install new pedestrian crossings along Lambton Quay corridor from Bowen Street to Willis Street • Remove existing 'No stopping' kerbside controls along Lambton Quay corridor from Bowen Street to Willis Street • Install new 'No stopping' kerbside controls along Lambton Quay corridor from Bowen Street to Willis Street • Remove existing loading zones along Lambton Quay corridor from Bowen Street to Willis Street • Install new loading zones along Lambton Quay corridor from Bowen Street to Willis Street • Add controlled access between Lambton Quay with Ballance Street, Stout Street, Waring-Taylor Street, Johnston Street, Brandon Street and Panama Street • Remove on-street parking along Lambton Quay corridor from Bowen Street to Willis Street • Remove existing taxi stands along Lambton Quay corridor from Bowen Street to Willis Street • Install new taxi stands along side streets adjoining Lambton Quay corridor from Bowen Street to Willis Street

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	<ul style="list-style-type: none"> Reconfigure side street layouts to accommodate vehicle turning, mobility parks, additional loading bays and taxi stands Removing one-way restrictions on sections of side roads Provide a two-way off-road cycle path between Whitmore Street and Panama Street
Why we are proposing the change	<ul style="list-style-type: none"> As part of Let's Get Wellington Moving (LGWM), the Golden Mile project seeks make changes to Lambton Quay, Willis Streets, Manners Street and Courtenay Place, to improve bus reliability, provide more opportunities for walking and cycling, and provide more attractive streets and shared spaces for people to spend time in. The primary purpose of this project is to connect people across the central city with a reliable public transport system that's in balance with an attractive pedestrian environment. Revitalising areas of the Golden Mile will create a more vibrant and welcoming place to live, work and play as well as make it safer to get around. Fewer vehicles will make it possible to widen footpaths, making it a safer and more pleasant place to walk, shop and dine. Fewer vehicles also mean the reliability of bus services along the Golden Mile will improve. Bus stops will be consolidated to improve bus travel time and reliability. The changes will help to address the following issues: <ul style="list-style-type: none"> slow and unreliable bus travel times resulting in poor customer experience for existing and potential bus users, reducing the attractiveness of using public transport. inadequate provision for pedestrians and active mode users resulting in conflicts between users. This limits the attractiveness to use active modes of transport and reduces the convenience of walking. poor street layout and quality of street environment provides for an unpleasant experience for a growing volume of people, reducing its attractiveness to spend time in the area.
Location – where we propose to make the change	Lambton Quay – from Bowen Street to Willis Street.
Impact	<p>Analysis of the impacts of the project and a comparison of alternatives is presented in the Golden Mile Business Case. A summary of the main impacts is provided below.</p> <ul style="list-style-type: none"> a faster, more reliable bus system improved pedestrian safety improved pedestrian convenience improved street environment increased number of mobility parks in side streets connecting with Lambton Quay increased number of loading bays in side streets connecting with Lambton Quay. reduced number of metered on-street car parks

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	<ul style="list-style-type: none"> reduced access for motorists, who may need to change where they park and the routes they use to access the central city create requirement for those who wish to access the Golden Mile using motor vehicles to apply for an authorisation <p>Changes to the Golden Mile are expected to:</p> <ul style="list-style-type: none"> result in between 1 to 2 minutes bus travel time savings for each passenger. This creates opportunities to improve the efficiency and quality of bus services across the city improve travel time reliability by: <ul style="list-style-type: none"> reducing the time buses need to wait at stops (through improving traffic signal timings and consolidating bus stops), removing private vehicles (and associated side friction problems) reducing bus queuing (for example a one-minute reduction in variability on Courtenay Place and Manners Street) increase space for people waiting to board buses by between 25-50% in bus stop areas. The streets that will have the greatest increase will be Courtenay Place and Lambton Quay reduce the number of pedestrian crashes on the Golden Mile by 70% over the coming 10 years increase the amount of public realm space by 75% improve pedestrian level of service by between 10-25% reduce the number of on-street pay and display car parks on the Golden Mile and connecting side streets by 159 in total increase the number of mobility car parks on connecting side streets by seven along the Golden Mile Revitalisation project. result in changes to the routes that general traffic may use to access certain streets in central city result in slower peak hour travel times for motor vehicles on Ghuznee Street and Featherston Street result in net positive economic benefits for retail resulting from the increased footfall within the Golden Mile <p>Further information about the project and its impacts can be found at www.lgwm.nz/goldenmile</p>
How this relates to the parking policy	<p>The reconfiguration of kerbside controls along the Golden Mile and connecting side streets has been guided by the transport hierarchy and parking space hierarchy signalled in the parking policy.</p> <p>These changes support the WCC Parking Policy 2020 by:</p> <ul style="list-style-type: none"> supporting and facilitating a shift in the type of transport used supporting safe movement supporting city place-making, amenity, and safety supporting access for all.
Additional Information	<ul style="list-style-type: none"> Lambton Quay is the centre of the employment and retail activity. 63,000 people travel along Lambton Quay every day.

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	<ul style="list-style-type: none">• 46% of people on Lambton Quay are pedestrians, 44% of people move by bus and 1% of people travel by other modes i.e., active modes such as bikes.• Fewer than 10% of people move through Lambton Quay in a car or other private vehicle.
Feedback	<p>If you'd like to provide us with specific feedback, fill out an online submission form at FORM LINK which can also be accessed through the www.lgwm.nz/home/have-your-say page.</p> <p>Please note if you're giving feedback, the consultation period opens at 9am 26 April 2023 and finishes at 12am 23 May 2023</p>
Next Steps	<ol style="list-style-type: none">1. There will be a four-week process for public consultation2. The proposal will go to the Council Committee on 29th June 2023.3. If approved, the changes will be implemented TBC.

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Traffic Resolution Plan: TR22-23-GM1– Golden Mile Revitalisation, Lambton Quay corridor from Bowen Street to Willis Street (including side streets).
Refer to Attached Drawings

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Prepared By: David Huang

Reviewed By: Zackary Moodie
Evandro Scherer
Soon Teck Kong

Approved By: Bradley Singh



Date: 18/04/2023

Legal Description: Manager Transport & Infrastructure, Wellington City Council

Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus Stop, At All Times	East side, following the kerb line 88 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 39.5 metres.
Lambton Quay	Bus Stop, At All Times	East side, following the kerb line 11 metres south of its intersection with Johnston Street (Grid Coordinates X=2658743.768299 m, Y=5990071.844084 m) and extending in a southerly direction for 39.5 metres.
Lambton Quay	Bus Stop, At All Times	East side, following the kerb line 97 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a southerly direction for 23 metres.
Lambton Quay	Bus Stop, At All Times	Northwest side, following the kerb line 717 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m,

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Column One	Column Two	Column Three
		Y=5989640.588428 m) and extending in a north-easterly direction for 55.5 metres.
Lambton Quay	Bus Stop, At All Times	Northwest side, following the kerb line 790 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 25.5 metres.
Lambton Quay	Bus Stop Monday to Friday 4:00pm – 6:00pm	Northwest side, following the kerbline 784 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 6 metres.
Lambton Quay	Bus Stop, At All Times	Southeast side, commencing 25 metres southwest of its intersection with Whitmore Street (Grid Coordinates X=2658838.303324 m, Y=5990385.503007 m) and extending in a south-westerly direction following the kerbline for 38.5 metres.
Lambton Quay	Bus Stop, At All Times	West side, following the kerbline 249 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 42 metres.
Lambton Quay	Bus Stop, At All Times	West side, following the kerbline 400 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 37 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerb line 703 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14 metres.

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Column One	Column Two	Column Three
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	East side, following the kerbline 6.5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 19 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	East side, following the kerbline 89 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a southerly direction for 7.5 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Northwest side, following the kerbline 772.5 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north- easterly direction for 11.5 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 172 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 16 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 312.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 25.5 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 42.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 26 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 441.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 19.5 metres

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Column One	Column Two	Column Three
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 524.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 28.5 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 648 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 6 metres.
Lambton Quay	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, following the kerbline 678 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.
Lambton Quay	Motorcycle Parking, P120, Monday to Sunday 8:00am - 6:00pm	West side, following the kerbline 608 metres north of its intersection with Willis Street (Grid Coordinates x= 2658757.6 m, y= 5989640.6 m), and extending in a northerly direction for 4 metres.
Lambton Quay	Motorcycle Parking, At All Times	West side, following the kerbline 612 metres north of its intersection with Willis Street (Grid Coordinates x= 2658757.6 m, y= 5989640.6 m), and extending in a northerly direction for 10.5 metres.
Lambton Quay	Taxi Stand, At All Times	East side, following the kerbline 45.5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 12 metres.
Lambton Quay	Taxi Stand, At All Times	Southeast side, commencing 10 metres southwest of its intersection with Whitmore Street (Grid Coordinates X=2658838.303324 m, Y=5990385.503007 m) and extending in a south- westerly direction following the kerbline for 15 metres.

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Column One	Column Two	Column Three
Lambton Quay	Taxi Stand, At All Times	West side, following the kerbline 328 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.
Lambton Quay	Taxi Stand, At All Times	West side, following the kerbline 461 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 18 metres.
Lambton Quay	Taxi Stand, At All Times	West side, following the kerbline 635.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12.5 metres.
Lambton Quay	Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm	From its intersection with Stout Street to its intersection with Johnston Street.
Panama Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm	Southwest side, following the kerbline 24 metres southeast of its intersection with Lambton Quay (Grid Coordinates x=1748686.3 m, y=5428227.3 m) and extending in a south-easterly direction for 12 metres. (4 angled parking spaces)
Panama Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side commencing from intersection with Lambton Quay (2658718.75, 5989937.31) extending in the southwest direction for 6m following the north-west kerb line.
Brandon Street	Bus Stop, Monday to Friday 6am – 10am, 3pm – 7pm	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658815.912469 m, Y=5989958.180318 m) and extending in a north-

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Column One	Column Two	Column Three
		westerly direction for 47 metres. (8 parallel carparks)
Brandon Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, following the kerbline 82 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 9 metres. (2 angle carparks)
Brandon Street	Parking place in the form of electric vehicles, P60 Maximum, at all times Metered Monday to Sunday 8:00am - 8:00pm	Northeast side, following the kerbline 91 metres northwest of its intersection with Featherston Street (Grid coordinates x=1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 3 metres. (1 angle carpark)
Johnston Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Southwest side, following the kerb line 16 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 4.5 metres.
Waring Taylor Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, commencing 32.5 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-westerly direction following the kerbline for 4 metres. (1 angle carpark)
Waring Taylor Street	Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm	From its intersection with Featherston Street to its intersection with Lambton Quay.
Waring Taylor Street	Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm	From its intersection with Featherston Street to its intersection with Lambton Quay. Copy

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Column One	Column Two	Column Three
Stout Street	Motorcycle Parking, At All Times	Southeast side, following the kerbline 11 metres east of its intersection with Lambton Quay (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a north-easterly direction for 6.5 metres.
Ballance Street	Loading Zone P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 87 metres northwest of its intersection with Stout Street (Grid Coordinates X=2658835.249535 m, Y=5990256.423721 m) and extending in a north-westerly direction following the kerbline for 8 metres.
Ballance Street	Motorcycle Parking, At All Times	Southwest side, commencing 82 metres northwest of its intersection with Stout Street (Grid Coordinates X=2658835.249535 m, Y=5990256.423721 m) and extending in a north-westerly direction following the kerbline for 5 metres.
Ballance Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	East side, commencing 16 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 6.5 metres. (1 angled parking space)

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus Stop, At All Times	East side, commencing 27.8 metres south of its intersection with Whitmore Street (Grid Coordinates X=2658838.30 m, Y=5990385.50 m) and extending in a northerly direction following the eastern kerb line for 45.0 metres.
Lambton Quay	Bus Stop, At All Times	West side, commencing 11.7 metres south of its intersection with Whitmore Street (Grid Coordinates X= 2658835.35 m, Y= 5990407.30 m) and extending in a southerly direction following the western kerb line for 30.0 metres.

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Column One	Column Two	Column Three
Lambton Quay	Bus Stop, At All Times	West side, commencing 41.7 metres south of its intersection with Whitmore Street (Grid Coordinates X= 2658835.35 m, Y= 5990407.30 m) and extending in a southerly direction following the western kerb line for 30.0 metres.
Lambton Quay	Bus Stop, At All Times	West side, commencing 19.8 metres south of its intersection with Brandon Street (Grid Coordinates X= 2658706.67m, Y=5990015.74 m) and extending in a southerly direction following the western kerb line for 45.0 metres.
Lambton Quay	Bus Stop, At All Times	East side, commencing 10.3 metres south of its intersection with Panama Street (Grid Coordinates X= 2658707.42m, Y=5989939.88m) and extending in a southerly direction following the western kerb line for 45.0 metres.
Lambton Quay	Special vehicle lane, At all times, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	East side, commencing from its intersection with Whitmore Street (Grid Coordinates X=2658838.30 m, Y=5990385.50 m) extending in the southerly direction following the eastern kerblane to its intersection with Featherston Street (Grid Coordinates X= 2658725.81m, Y= 5989766.3 m).
Lambton Quay	Special vehicle lane, At all times, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses	West side, commencing at its intersection with Willis Street (Grid Coordinates X=2658760.04m, Y=5989646.9m) and extending in a northerly direction following the western kerblane to its intersection with Bowen Street (Grid Coordinates X= 2658835.24m, Y=5990406.48m).



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Column One	Column Two	Column Three
	2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	
Lambton Quay	Loading Zone P10, At All Times	West side, commencing 34.0 metres north of its intersection with Grey Street (Grid Coordinates X= 2658696.14 m, Y=5989863.59 m) and extending in the northerly direction following the kerbline for 16.5 metres.
Lambton Quay	Loading Zone P10, At All Times	West side, commencing 5.0 metres north of its intersection with Waring Taylor Street (Grid Coordinates X = 2658765.23m, Y = 5990143.41m) and extending in the northerly direction following the kerb line for 20.4 metres.
Lambton Quay	Loading Zone P10, At All Times	East side, commencing 19.0 metres north of its intersection with Stout Street (Grid Coordinates X = 2658756.69m, Y = 5990236.83) and extending in the northerly direction following the kerb line for 17.0 metres.
Lambton Quay	Loading Zone P10, At All Times	West side, commencing 29.5 metres north of its intersection with Stout Street (Grid Coordinates X = 2658740.67m, Y = 5990208.61m) extending in the northerly direction following the kerb line for 20.6 metres.
Lambton Quay	Loading Zone P10, At All Times	West side, commencing 135.0 metres north of its intersection with Stout Street (Grid Coordinates X = 2658740.67m, Y = 5990208.61m) extending in the northerly direction following the kerb line for 18.0 metres.
Lambton Quay	Loading Zone P10, At All Times	West side, following the kerbline 68.0 metres north of its intersection with Panama Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 26 metres.

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Column One	Column Two	Column Three
Ballance Street	Loading Zone, P10, Monday to Sunday 8:00am - 8:00pm, Goods Vehicles and Authorised Vehicles Only	Northeast side, commencing 12 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 11 metres.
Ballance Street	Loading Zone, P10, Monday to Sunday 8:00am - 8:00pm, Goods Vehicles and Authorised Vehicles Only	Southwest  , commencing 13 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 18 metres.
Ballance Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, commencing from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the eastern kerbline for 6.5 metres. (1 parallel parking space)
Ballance  et	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Southwest side, commencing 31 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 6.0 metres.
Stout Street	Loading Zone, P10, Monday to Sunday 8:00am - 8:00pm, Goods Vehicles And Authorised Vehicles Only	Northwest side, commencing 12.5 metres northeast of its intersection with Lambton Quay (Grid Coordinates X = 2658789.78m, Y = 5990230.95m) extending in the north-easterly direction following the northwest kerb line for 14.5 metres.
Stout Street	Loading Zone, P10, Monday to Sunday 8:00am - 8:00pm, Goods Vehicles And Authorised Vehicles Only	Northwest side, commencing 32 metres northeast of its intersection with Lambton Quay (Grid Coordinates X = 2658789.78m, Y = 5990230.95m) extending in the north-easterly direction following the northwest kerb line for 18.5 metres.
Stout Street	Taxi Stand, At All Times	Southeast side, commencing 12 metres from intersection with Lambton Quay (Grid Coordinates X = 2658797.32m, Y = 5990220.40m) extending in

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Column One	Column Two	Column Three
		the north-easterly direction following the southeast kerb line for 6.0 metres.
Stout Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	Southeast side, commencing 18 metres from intersection with Lambton Quay (Grid Coordinates X = 2658797.32m, Y = 5990220.40m) extending in the north-easterly direction following the southeast kerb line for 7.0 metres.
Stout Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	Southeast side, commencing 48 metres from intersection with Lambton Quay (Grid Coordinates X = 2658797.32m, Y = 5990220.40m) extending in the north-easterly direction following the southeast kerb line for 7.0 metres.
Maginnity Street	Taxi Stand, At All Times	West side, commencing 1.0m north of its intersection with Waring Taylor Street (Grid Coordinates X=2658819.06m, Y=) extending in the northerly direction following western kerb line for 11.0 metres.
Maginnity Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 12.0m north of its intersection with Waring Taylor Street (Grid Coordinates X=2658819.06m, Y=) extending in the northerly direction following western kerb line for 10.0 metres.
Maginnity Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	East side, commencing 8.0m north of its intersection with Waring Taylor Street (Grid Coordinates X=2658819.06m, Y=) extending in the northerly direction following western kerb line for 16.0 metres.
Waring Taylor Street	Motorcycle Parking, At All Times	West kerbside, commencing 46.0 metres from its intersection with Lambton Quay (Grid Coordinates X = 2 m) extending in

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		the south-westerly direction following the western kerb line for 11.0 metres.
Waring Taylor Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	South-west side, commencing 52.5 metres from its intersection with Lambton Quay (Grid Coordinates X = 2 m) extending in the south-easterly direction following the western kerb line for 12.0 metres.
Waring Taylor Street	Taxi Stand, At All Times	South-west side, commencing 64.5 metres from its intersection with Lambton Quay (Grid Coordinates X = 2 m) extending in the south-easterly direction following the western kerb line for 5.5 metres.
Johnston Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, commencing 42 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-east kerb line for 7.0 metres.
Johnston Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Northeast side, commencing 88 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-east kerb line for 18.0 metres.
Johnston Street	Loading Zone, P10, At All Times	Northeast side, commencing 49 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-east kerb line for 3.0 metres.
Panama Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm,	Northeast side, commencing from intersection with Lambton Quay (Grid Coordinates X 2658718.75m, Y = 5989937.31m) extending in the south-westerly



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Column One	Column Two	Column Three
	Displaying an Operation Mobility Permit Only	direction following the north-west kerb line for 6.0 metres.
Panama Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am – 6:00pm	Northeast side, commencing 12 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658718.75m, Y = 5989937.31m) extending in the south-easterly direction following the north-east kerb line for 12 metres.
Panama Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am – 6:00pm	Southwest side, commencing 13 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658715.85m, Y = 5989925.15m) extending in the south-easterly direction following the south-west kerb line for 12 metres.
Panama Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 43 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658715.85m, Y = 5989925.15m) extending in the southeast direction following the south-west kerb line for 18 metres.
Panama Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Northeast side, commencing 35 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658718.75m, Y = 5989937.31m) extending in the south-easterly direction following the north-east kerb line for 18 metres.
Panama Street	Motorcycle Parking, At All Times	Northeast side, commencing 58 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658718.75m, Y = 5989937.31m) extending in the south-easterly direction following the north-east kerb line for 18 metres.
Brandon Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, commencing 6 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658738.94m, Y = 5990004.60m) extending in the south-easterly direction following the north-east kerb line for 3 metres.

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Column One	Column Two	Column Three
Brandon Street	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	Northeast side, commencing 10.5 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658738.94m, Y = 5990004.60m) extending in the south easterly direction following the north-east kerb line for  metres.
Brandon Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Northeast side, commencing 23 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658738.94m, Y = 5990004.60m) extending in the southeast direction following the north-east kerb line for 28.0 metres.
Brandon Street	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 22 metres southeast from intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the south-easterly direction following the south-west kerb line for 14.0 metres.
Brandon  et	Loading Zone, P10, Monday to Sunday 8:00am – 8:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 48 metres southeast from intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the south-easterly direction following the south-west kerb line for 26.5 metres.

Remove from Schedule C (One-way restrictions and No Entry) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Panama Street	One Way Restriction, At All Times	Southeast bound, from Lambton Quay to Customhouse Quay.
Brandon Street	One Way Restriction, At All Times	North westbound, from Customhouse Quay to Lambton Quay
Johnston Street	One Way Restriction, At All Times	Southeast bound, from Lambton Quay to Customhouse Quay.
Waring Taylor Street	No Entry, At All Times	No entry to Waring Taylor Street east from Lambton Quay.

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Stout Street	One Way Restriction, At All Times	Northeast bound, from Lambton Quay to Whitmore Street
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Add to Schedule C (One-way and No Entry restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brandon Street	Right Turn Only	Eastbound traffic, right turn only <u>to</u> Featherston Street
Lambton Quay	No Entry, Except Cycles and Emergency Vehicles	No entry to Lambton Quay west from Ballance Street
Lambton Quay	No Entry, Except Cycles, Buses and Emergency Vehicles	No entry to Lambton Quay west from Stout Street
Lambton Quay	No Entry, Except Cycles and Emergency Vehicles	No entry to Lambton Quay west from Waring Taylor Street
Lambton Quay	No Entry, Except Cycles and Emergency Vehicles	No entry to Lambton Quay west from Johnston Street
Lambton Quay	No Entry, Except Cycles and Emergency Vehicles	No entry to Lambton Quay west from Brandon Street
Ballance Street	No Entry, Except Cycles and Emergency Vehicles	No entry to Ballance Street east from Lambton Quay
Stout Street	No Entry, Except Cycles, Buses and Emergency vehicles	No entry to Stout Street east from Lambton Quay
Waring Taylor Street	No Entry, Except Cycles and Emergency Vehicles	No entry to Waring Taylor Street east from Lambton Quay
Johnston Street	No Entry, Except Cycles and Emergency Vehicles	No entry to Johnston Street east from Lambton Quay

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Brandon Street	No Entry, Except Cycles and Emergency Vehicles	No entry to  ndon Street east from Lambton Quay
Panama Street	No Entry, Except Cycles and Emergency Vehicles	No entry to  ama Street east from Lambton Quay
Stout Street	One Way Restriction, At All Times	Northeast bound, from Ballance Street to Whitmore Street
Panama Street	One Way Restriction, At All Times	Southeast bound, from Featherston Street to Customhouse Quay.
Brandon Street	One Way Restriction, At All Times	North westbound, from Customhouse Quay to Featherston Street
Johnston Street	One Way Restriction, At All Times	Southeast bound, from Featherston Street to Customhouse Quay.
Panama Street	One Way Restriction, At All Times	Southeast bound, from Lambton Quay to Featherston Street.

Remove from Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	East side, following the kerb line 86.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8 m, Y=5989937.8m) and extending in a southerly direction for 1.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerb line 132.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 46.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 120 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a southerly direction for 10.5 metres.

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Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 135 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a south-easterly direction for 3.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 25.5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 12 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 40 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 5.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 46.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658716.289407 m, Y=5990004.077413 m) and extending in a southerly direction up to pedestrian crossing for 14 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 51 metres south of its intersection with Stout Street (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a southerly direction for 14 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 53 metres south of its intersection with Johnston Street (Grid Coordinates X=2658743.768299 m, Y=5990071.844084 m) and extending in a southerly direction for 5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 57.5 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 7.5 metres.

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Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 6.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658716.289407 m, Y=5990004.077413 m) and extending in a southerly direction for 7.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 66 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.829386 m, Y=5989937.763452 m) and extending in a southerly direction for 18 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 7 metres north of its intersection with Customhouse Quay Street (Grid Coordinates X=2658760.897496 m, Y=5989643.695351 m) and extending in a northerly direction for 122 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline 7.5 metres south of its intersection with Stout Street (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a southerly direction for 3.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline from its intersection with Johnston Street (Grid Coordinates X=2658743.768299 m, Y=5990071.844084 m) and extending in a southerly direction for 11 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline from its intersection with Panama Street (Grid Coordinates X=2658707.829386 m, Y=5989937.763452 m) and extending in a southerly direction for 63 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline from its intersection with Stout Street (Grid Coordinates X=2658761.066857 m, Y=5990200.13679 m) and extending in a southerly direction for 4.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerbline from its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m) and extending in a southerly direction for 6.5 metres.

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Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	Northwest side, following the kerbline 815.5 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 23.5 metres.
Lambton Quay	No Stopping, At All Times	Southeast side, commencing 10 metres southwest of its intersection with Whitmore Street (Grid Coordinates X=2658838.303324 m, Y=5990385.503007 m) and extending in a north-easterly direction following the kerbline for 4 metres.
Lambton Quay	No Stopping, At All Times	Southeast side, commencing 63.5 metres southwest of its intersection with Whitmore Street (Grid Coordinates X=2658838.303324 m, Y=5990385.503007 m) and extending in a south-westerly direction following the kerbline to its intersection with Ballance Street for 4.5 metres.
Lambton Quay	No Stopping, At All Times	Southeast side, following the kerbline from its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a south-westerly direction for 31.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 188 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 29.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 220 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 20 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 242.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 6.5 metres.

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Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 291 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 21.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 340 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 60 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 437 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 4.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 479 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 493.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 31 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 553 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 26.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 582.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 19 metres.

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Column One	Column Two	Column Three
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 604.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 3.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 621 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 654 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 24 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 68.5 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 103.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline 690 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 13 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline from its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 42.5 metres.
Lambton Quay	No Stopping, At All Times	East side, following the kerb line 86.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8 m, Y=5989937.8m) and extending in a southerly direction for 1.5 metres.

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Column One	Column Two	Column Three
Panama Street	No Stopping, At All Times	Northeast side, commencing from its intersection with Lambton Quay (Grid coordinates, x= 1748688.4 m, y= 5428228.8 m), and extending in a south-easterly direction following the northern kerbline for 11 metres.
Panama Street	No Stopping, At All Times	Southwest side, following the kerbline 45 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658707.829386 m, Y=5989937.763452 m) and extending in a south-easterly direction for 22 metres.
Brandon Street	No Stopping, At All Times	Northeast side, following the kerbline 64.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658818.262647 m, Y=5989965.293233 m) and extending in a north-westerly direction for 11.5 metres.
Brandon Street	No Stopping, At All Times	Northeast side, following the kerbline 94 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658818.262647 m, Y=5989965.293233 m) and extending in a north-westerly direction for 6.5 metres.
Brandon Street	No Stopping, At All Times	Southwest side, following the kerbline 91.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658815.912469 m, Y=5989958.180318 m) and extending in a north-westerly direction for 9.5 metres.
Johnston Street	No Stopping, At All Times	Northeast side, following the kerbline 8.5 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658746.158438 m, Y=5990075.606706 m) and extending in a south-easterly direction for 8.5 metres.
Johnston Street	No Stopping, At All Times	Southwest side, following the kerbline 8.5 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658743.768299 m, Y=5990071.844084 m) and extending in a south-easterly direction for 1.5 metres.

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Column One	Column Two	Column Three
Waring Taylor Street	No Stopping, At All Times	Northeast side, commencing 36.5 metres northwest of its intersection with Maginnity Street (Grid Coordinates X=2658815.970386 m, Y=5990123.459796 m) and extending in a north-westerly direction following the kerbline for 7 metres.
Waring Taylor Street	No Stopping, At All Times	Southwest side, following the kerbline 103 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658874.969993 m, Y=5990086.239967 m) and extending in a north-westerly direction to its intersection with Lambton Quay for 8.5 metres.
Stout Street	No Stopping, At All Times	Northwest side, commencing 5.5 metres northeast of its intersection with Lambton Quay (Grid Coordinates X=2658760.031944 m, Y=5990206.822328 m) and extending in a north-easterly direction following the kerbline for 2.5 metres.
Ballance Street	No Stopping, At All Times	East side, commencing from its intersection with Lambton Quay (Grid Coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 16 metres.
Ballance Street	No Stopping, At All Times	East side, commencing 48 metres from its intersection with Lambton Quay (Grid Coordinates x= 174875= 5428636.6 m), and extending in a southerly direction following the kerbline for 12.5 metres.
Ballance Street	No Stopping, At All Times	Southwest side, commencing 38.5 metres northwest of its intersection with Stout Street (Grid Coordinates X=2658835.249535 m, Y=5990256.423721 m) and extending in a north-westerly direction following the kerbline for 10 metres.

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Column One	Column Two	Column Three
<i>Ballance Street</i>	No Stopping, At All Times	Southwest side, commencing 71.5 metres northwest of its intersection with Stout Street (Grid Coordinates X=2658835.249535 m, Y=5990256.423721 m) and extending in a north-westerly direction following the kerbline for 10.5 metres.
<i>Ballance Street</i>	No Stopping, At All Times	Southwest side, commencing 95 metres northwest of its intersection with Stout Street (Grid Coordinates X=2658835.249535 m, Y=5990256.423721 m) and extending in a north-westerly direction following the direction of the kerbline to its intersection with Lambton Quay for 9.5 metres.

Add to Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Lambton Quay</i>	No Stopping, At All Times	East side, following the kerbline from its intersection with Whitmore Street (Grid Coordinates X=2658840.40m, Y=5990385.98 m) and extending in a southerly direction for 27.8 metres.
<i>Lambton Quay</i>	No Stopping, At All Times	East side, following the kerbline from its intersection with Ballance Street (Grid Coordinates X=2658776.64m, Y=5990348.69m) and extending in a southerly direction for 443.5 metres.
<i>Lambton Quay</i>	No Stopping, At All Times	East side, commencing 55.3 metres south of its intersection with Panama Street (Grid Coordinates X= 2658707.42m, Y=5989939.88m) and extending in a southerly direction following the eastern kerb line for 125.0 metres.
<i>Lambton Quay</i>	No Stopping, At All Times	West side, following the kerbline from its intersection with Willis Street (Grid Coordinates X= 1748736.08m, Y=5427927.16m) and extending in a northerly direction for 325.5 metres.

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Lambton Quay	No Stopping, At All Times	West side, commencing 371.0 metres north of its intersection with Willis Street (Grid Coordinates X= 1748736.08m, Y=5427927.16m) and extending in a northerly direction following the western kerbline for 318.5 metres.
Lambton Quay	No Stopping, At All Times	West side, following the kerbline from its intersection with Whitmore Street (X= 2658835.35 m, Y= 5990407.30 m) and extending in a southerly direction for 11.7 metres.
Lambton Quay	No Stopping, At All Times	West side, commencing 41.7 metres south of its intersection with Whitmore Street (Grid Coordinates X= 2658835.35 m, Y= 5990407.30 m) and extending in a southerly direction following the western kerb line for 13.0 metres.
Panama Street	No Stopping, At All Times	Northwest side, commencing from intersection with Lambton Quay (Grid Coordinates X = 2658715.85m, Y = 5989925.15m) extending in the north-easterly direction following the north-west kerb line for 7 metres.
Panama Street	No Stopping, At All Times	Southwest side, commencing from intersection with Lambton Quay (Grid Coordinates X = 2658715.85m, Y = 5989925.15m) extending in the south-easterly direction following the south-east kerb line for 10 metres.
Panama Street	No Stopping, At All Times	Northeast side, commencing 24 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658718.75m, Y = 5989937.31m) extending in the south-easterly direction following the north-east kerb line for 11 metres.
Panama Street	No Stopping, At All Times	Southwest side, commencing 25 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658715.85m, Y = 5989925.15m) extending in the southeast direction following the south-west kerb line for 18 metres.

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Brandon Street	No Stopping, At All Times	Southwest side, commencing from its intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the south-easterly direction following the south-west kerb line for 22 metres.
Brandon Street	No Stopping, At All Times	Southwest side, commencing from intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the north-easterly direction following the north-west kerb line for 6 metres.
Brandon Street	No Stopping, At All Times	Northwest side, commencing 14 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the south-easterly direction following the north-east kerb line for 8.5 metres.
Johnston Street	No Stopping, At All Times	Northeast side, commencing 32 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-east kerb line for 10 metres.
Johnston Street	No Stopping, At All Times	Northeast side, commencing 42 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-east kerb line for 20 metres.
Johnston Street	No Stopping, At All Times	Northwest side, commencing from intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-westerly direction following the north-west kerb line for 12 metres.
Johnston Street	No Stopping, At All Times	Southwest side, commencing from intersection with Lambton Quay (Grid Coordinates X = 2658772.75m, Y = 5990052.98m) extending in the south-easterly direction following the south-west kerb line for 52 metres.

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Waring Taylor Street	No Stopping, At All Times	Northeast side, commencing 43 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658807.48m, Y = 5990126.80m) extending in the south-easterly direction following the north-east kerb line for 12 metres.
Waring Taylor Street	No Stopping, At All Times	Southwest side, commencing 25 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658803.50m, Y = 5990116.75m) extending in the south-easterly direction following the south west kerb line for 24 metres.
Stout Street	No Stopping, At All Times	Commencing from its intersection with Lambton Quay (Grid Coordinates X = 2658789.78m, Y = 5990230.95m) extending in the north-easterly direction following the kerb line around the turn-around area for 12 metres.
Stout Street	No Stopping, At All Times	Northwest side, commencing 27 metres northeast of its intersection with Lambton Quay (Grid Coordinates X = 2658789.78m, Y = 5990230.95m) extending in the north-easterly direction following the northwest kerb line for 5 metres.
Ballance Street	No Stopping, At All Times	Northeast side, commencing 23 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 8 metres.
Ballance Street	No Stopping, At All Times	Northeast side, commencing 61 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 3 metres.
Ballance Street	No Stopping, At All Times	Southwest side, commencing from its intersection with Lambton Quay (Grid Coordinates X = 2658788.59m, Y = 5990322.56m) and extending in a south-easterly direction following the kerb line for 12 metres.

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Ballance Street	No Stopping, At All Times	Southwest side, commencing 40 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658788.59m, Y = 5990322.56m) and extending in a south-easterly direction following the kerb line for 10 metres.
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Remove from Schedule F – Metered Parking) of the–Traffic Resolutions Schedule

Column One	Column Two	Column Three
Lambton Quay	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, following the kerbline 11 metres south of its intersection with Stout Street (Grid coordinates x= 1748739.3 m, y= 5428488.0 m), and extending in a southerly direction for 40 metres. (11 angle carparks)
Lambton Quay	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, following the kerbline 14 metres south of its intersection with Brandon Street (Grid coordinates x= 1748694.5 m, y= 5428291.9 m), and extending in a southerly direction for 32.5 metres. (5 parallel carparks)
Lambton Quay	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, following the kerbline 31.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 31 metres. (4 parallel carparks)
Lambton Quay	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, following the kerbline 62.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 26.5 metres. (8 angle carparks)
Lambton Quay	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid coordinates x= 1748938.9 m, y= 5428759.3 m), and extending in a south-westerly direction following the kerbline for 71 metres. (12 parallel carparks)

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Panama Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Northeast side, following the kerbline 11 metres southeast of its intersection with Lambton Quay (Grid coordinates, x= 1748688.4 m, y= 5428228.8 m), and extending in a south-easterly direction for 23.5 metres (4 parallel parking spaces).
Panama Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, following the kerb line 36 metres southeast of its intersection with Lambton Quay (Grid coordinates x=174686.3 m, y=5428227.3m) and extending in a south-easterly direction for 9 metres. (3 angle car parks)
Brandon Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Northeast side, following the kerbline 76 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748796.5 m, y= 5428253.1 m), and extending in a north-westerly direction for 6 metres. (2 angle carparks)
Brandon Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, following the kerbline 44.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658815.912469 m, Y=5989958.180318 m) and extending in a north-westerly direction for 47 metres. (8 parallel carparks)
Johnston Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Northeast side, following the kerbline 17 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748724.4 m, y= 5428363.4 m), and extending in a south-easterly direction for 47.5 metres. (8 parallel carparks)
Waring Taylor Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Northeast side, commencing 9 metres northwest of its intersection with Maginnity Street (Grid coordinates x= 1748794.2 m, y= 5428411.3 m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (8 angle carparks)

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Stout Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Northwest side, following the kerbline 13.5 metres northeast of its intersection with Lambton Quay (Grid coordinates x= 1748738.3 m, y= 5428494.6 m) and extending in a north-easterly direction for 43.5 metres. (13 angle carparks)
Stout Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southeast side, following the kerbline 17.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 20 metres. (6 angle car parks)
Stout Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southeast side, following the kerbline 41.5 metres east of its intersection with Lambton Quay (Grid coordinates x= 1748739.4 m, y= 5428487.9 m), and extending in a north-easterly direction for 38 metres. (13 angle car parks)
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, commencing 16 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y=5428636.6 m), and extending in a southerly direction following the kerbline for 6.5 metres. (1 angled parking space)
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 48.5 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813. m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, commencing 22.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6 m), and extending in a southerly direction following the kerbline for 25.5 metres. (9 angled parking spaces)
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	East side, commencing 60.5 metres from its intersection with Lambton Quay (Grid coordinates x= 1748759.5 m, y= 5428636.6m), and extending in a southerly direction following the kerbline for 28.5 metres. (10 angled parking spaces)

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Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid coordinates x= 1748813.5 m, y= 5428544.2 m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
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Add to Schedule F (Metered Parking) from the Traffic Resolutions Schedule

Column 1	Column 2	Column 3
Brandon Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Southwest side, commencing 67 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658735.56m, Y = 5989995.46m) extending in the south-easterly direction following the south-western kerb line for 6 metres.
Johnston Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am - 8:00pm	Northeast side, commencing 45 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658776.85m, Y = 5990062.54m) extending in the south-easterly direction following the north-easterly kerb line for 15 metres.
Waring Taylor Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Northeast side, commencing 71 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658807.48m, Y = 5990126.80m) extending in the south-easterly direction following the north-east kerb line for 18 metres.
Waring Taylor Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Northeast side, commencing 101 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658807.48m, Y = 5990126.80m) extending in the south-easterly direction following the north-east kerb line for 6 metres.
Waring Taylor Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Southwest side, commencing 95 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658803.50m, Y = 5990116.75m) extending in the south-easterly direction following the South west kerb line for 18 metres.
Stout Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Southeast side, commencing 25 metres from intersection with Lambton Quay (Grid Coordinates X = 2658797.32m, Y = 5990220.40m) extending in

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		the north-easterly direction following the southeast kerb line for 23 metres.
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Northeast side, commencing 31 metres southeast of its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 30 metres.
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Southwest side, commencing 56 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658788.59m, Y = 5990322.56m) and extending in a south-easterly direction following the kerb line for 11 metres.
Ballance Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	Northeast side, commencing 64 metres southeast from its intersection with Lambton Quay (Grid Coordinates X = 2658798.78m, Y = 5990330.10m) and extending in a south-easterly direction following the kerb line for 9 metres.

Remove from Schedule G (Give Way and Stop controls) from Traffic Resolutions Schedule

Column One	Column Two	Column Three
Ballance Street	Give Way, At All Times	Northwest bound traffic, at its intersection with Lambton Quay.

Remove from Schedule H (Pedestrian Crossing) from Traffic Resolutions Schedule

Column One	Column Two	Column Three
Lambton Quay	Pedestrian Crossing	East side, following the kerblines 39 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).

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Add to schedule H (Installation of pedestrian crossing) from Traffic Resolutions Schedule

Column One	Column Two	Column Three
Lambton Quay	Pedestrian Crossing	At its intersection with Stout Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).
Lambton Quay	Pedestrian Crossing	East side, following the kerbline 16.0 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).
Lambton Quay	Pedestrian Crossing	East side, following the kerbline 76.0 metres south of its intersection with Waring Taylor Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).
Lambton Quay	Pedestrian Crossing	At its intersection with Brandon Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).
Lambton Quay	Pedestrian Crossing	At its intersection with Panama Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).
Lambton Quay	Pedestrian Crossing	At its intersection with Grey Street (Grid Coordinates X=2658767.300823 m, Y=5990135.576825 m).

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Add to schedule I (Cycle Lane and Shared Path) from Traffic Resolutions Schedule

Column One	Column Two	Column Three
Lambton Quay	Two-way Cycle Path	Northbound and Southbound, east side, following the kerbline 11.0 metres from its intersection with Ballance Street (Grid Coordinates X=2658777.08m, Y=5990342.61m) and extending in a southerly direction for 144.0 metres.
Lambton Quay	Two-way Cycle Path	Northbound and Southbound, east side, following the kerbline 7.2 metres from its intersection with Stout Street (Grid Coordinates X=2658762.54m, Y=5990195.98m) and extending in a southerly direction for 35.6 metres.
Lambton Quay	Two-way Cycle Path	Northbound and Southbound, east side, following the kerbline 2.5 metres from its intersection with Waring Taylor Street (Grid Coordinates X=2658766.09m, Y=5990142.96m) and extending in a southerly direction for 18.0 metres.
Lambton Quay	Two-way Cycle Path	Northbound and Southbound, east side, following the kerbline 10.6 metres from its intersection with Johnston Street (Grid Coordinates X=2658742.45m, Y=5990065.07m) and extending in a southerly direction for 51.8 metres.
Lambton Quay	Two-way Cycle Path	Northbound and Southbound, east side, following the kerbline 12.8 metres from its intersection with Brandon Street (Grid Coordinates X=2658721.16m, Y=5990004.04m) and extending in a southerly direction for 51.8 metres.
Lambton Quay	Shared Path, At All Times	Northbound and Southbound, east side, following the kerbline 4 metres from its intersection with Whitmore Street (Grid Coordinates X=2658838.30 m, Y=5990385.50 m) and extending in a south westerly direction for 82.0 metres.
Lambton Quay	Shared Path, At All Times	Northbound and Southbound, east side, following the kerbline 7.2 metres from its intersection with Stout Street (Grid Coordinates X=2658762.54m, Y=5990195.98m) and extending in a northerly direction for 31.0 metres.

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Column One	Column Two	Column Three
Lambton Quay	Shared Path, At All Times	Northbound and Southbound, east side, following the kerbline 2.5 metres from its intersection with Waring Taylor Street (Grid Coordinates X=2658766.09m, Y=5990142.96m) and extending in a northerly direction for 8.0 metres.
Lambton Quay	Shared Path, At All Times	Northbound and Southbound, east side, following the kerbline 10.6 metres from its intersection with Johnston Street (Grid Coordinates X=2658742.45m, Y=5990065.07m) and extending in a northerly direction for 81.0 metres.
Lambton Quay	Shared Path, At All Times	Northbound and Southbound, east side, following the kerbline 12.8 metres from its intersection with Brandon Street (Grid Coordinates X=2658721.16m, Y=5990004.04m) and extending in a southerly direction for 18.5 metres.

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Kia ora,

This is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

Reference	<p>TR23-23-GM1 – Golden Mile Revitalisation, Willis Street corridor - from Lambton Quay to Manners Street (including side streets).</p> <p>This report should be read and considered in conjunction with four other Golden Mile-related Traffic Resolutions reports: TR22-23-GM1, TR24-23-GM1, TR25-23-GM1 and TR28-23. TR28-23 describes the authorising process for motor vehicle access the Special Vehicle Lanes on the Golden Mile.</p>
What we'd like to do	<p>Proposed changes:</p> <ul style="list-style-type: none"> • Provide a special vehicle lane for the northbound direction that will prohibit motor vehicle access to Willis Street for the hours specified in the Schedule (At all times, Monday to Sunday), except for the following specified classes of motor vehicles: <ol style="list-style-type: none"> 1. Buses 2. Cyclists 3. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23) • Relocate the bus stops located along the Willis Street corridor, between Manners Street and Mercer Street. • Reconfigure the traffic signal assets along the Willis Street corridor. • Install Motorcycle Parking on Mercer Street. • Install a 'Right turn' restriction at the intersection of Willeston Street with Willis Street. • Install a 'No Left Turn, Except Cycles and Authorised Vehicles restriction at the intersection of Boulcott Street with Willis Street • Remove the existing Loading Zone configuration along the Willis Street corridor. • Install P10 Loading Zones (At All Times) along the Willis Street corridor and on Mercer Street. • Remove existing 'No Stopping At All Times' road markings along the Willis Street corridor and Mercer Street. • Install 'No stopping At All Times' road markings along the Willis Street corridor. • Remove existing right-turn access between Willis Street and Mercer Street, except cycles • Change kerbside controls on Mercer Street to make space for vehicle turning and two-way traffic movements. • Install P10 Loading Zones (At All Times) on Mercer Street (between Willis Street and Victoria Street). • Remove the existing metered parking restrictions on Mercer Street (between Willis Street and Victoria Street).

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	<ul style="list-style-type: none"> • Install new metered parking restrictions on Mercer Street (between Willis Street and Victoria Street). • Remove the existing mobility car parking on Mercer Street (between Willis Street and Victoria Street). • Install a new mobility car parking on Mercer Street (between Willis Street and Victoria Street).
Why we are proposing the change	<ul style="list-style-type: none"> • As part of Let's Get Wellington Moving (LGWM), the Golden Mile project seeks make changes to Lambton Quay, Willis Streets, Manners Street and Courtenay Place, to improve bus reliability, provide more opportunities for walking and cycling, and provide more attractive streets and shared spaces for people to spend time in. • The primary purpose of this project is to connect people across the central city with a reliable public transport system that's in balance with an attractive pedestrian environment. • Revitalising areas of the Golden Mile will create a more vibrant and welcoming place to live, work and play as well as make it safer to get around. Fewer vehicles will make it possible to widen footpaths, making it a safer and more pleasant place to walk, shop and dine. Fewer vehicles also mean bus services along the Golden Mile will be improved by having dedicated bus lanes. Bus stops will be consolidated to improve bus travel time and reliability. • The changes will help to address the following issues: <ul style="list-style-type: none"> ○ slow and unreliable bus travel times resulting in poor customer experience for existing and potential bus users, reducing the attractiveness of using public transport. ○ inadequate provision for pedestrians and active mode users resulting in conflicts between users. This limits the attractiveness to use active modes of transport and reduces the convenience of walking. ○ poor street layout and quality of street environment provides for an unpleasant experience for a growing volume of people, reducing its attractiveness to spend time in the area.
Location – where we propose to make the change	Willis Street corridor - from Lambton Quay to Manners Street (including side streets).
Impact	<p>Analysis of the impacts of the project and a comparison of alternatives is presented in the Business Case for Changes to the Golden Mile. A summary of the main impacts is provided below.</p> <ul style="list-style-type: none"> • a faster, more reliable bus system • improved pedestrian safety • improved pedestrian convenience • improved street environment • increased number of loading bays in side streets • reduced number of metered on-street car parks • reduced access for motorists, who may need to change where they park and the routes they use to access the central city • create requirement for those who wish to access the Golden Mile using motor vehicles to apply for an authorisation.

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	<p>Changes to the Golden Mile are expected to:</p> <ul style="list-style-type: none"> • result in between 1 to 2 minutes bus travel time savings for each passenger. This creates opportunities to improve the efficiency and quality of bus services across the city • improve travel time reliability by: <ul style="list-style-type: none"> ○ reducing the time buses need to wait at stops (through improving traffic signal timings and consolidating bus stops), ○ removing private motor vehicles (and associated side friction problems) ○ reducing bus queuing (for example a one-minute reduction in variability on Courtenay Place and Manners Street) • increase space for people waiting to board buses by between 25-50% in bus stop areas. The streets that will have the greatest increase will be Courtenay Place and Lambton Quay. • reduce the number of pedestrian crashes on the Golden Mile by 70% over the coming 10 years • increase the amount of public realm space by 75% • improve pedestrian level of service by between 10-25% • reduce the number of on-street pay and display car parks on the Golden Mile and connecting side roads by 159 in total • increase the number of mobility car parks on connecting side streets by seven along the Golden Mile Revitalisation project. • result in changes of the routes that general traffic may use to access certain streets in central city • result in slower peak hour travel times for motor vehicles on Ghuznee Street and Featherston Street • result in net positive economic benefits for retail resulting from the increased footfall within the Golden Mile <p>Further information about the project and its impacts can be found at www.lgwm.nz/goldenmile</p>
How this relates to the parking policy	<p>The reconfiguration of kerbside controls within the Golden Mile and connecting side streets has been guided by the transport hierarchy and parking space hierarchy signalled in the parking policy.</p> <p>These changes support the WCC Parking Policy 2020 by:</p> <ul style="list-style-type: none"> • supporting and facilitating a shift in the type of transport used • supporting safe movement • supporting city place-making, amenity, and safety • supporting access for all.
Additional Information	<ul style="list-style-type: none"> • Willis Street is a busy hub of employment and retail activity and is surrounded by many high-rise office buildings, retail shop fronts and eateries. • 70,000 people travel Willis Street every day. • 45% of people on Willis Street are pedestrians, 44% of people move by bus and 1% of people travel by other modes i.e., active modes such as bikes.

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	<ul style="list-style-type: none">Fewer than 10% of the people move through Willis Street in a car.
Feedback	<p>If you'd like to provide us with specific feedback, fill out an online submission form at FORM LINK which can also be accessed through the www.lgwm.nz/home/have-your-say page.</p> <p>Please note if you're giving feedback, the consultation period opens at 9am 26 April 2023 and finishes at 12am 23 May 2023</p>
Next Steps	<ol style="list-style-type: none">There will be a four-week process for public consultationThe proposal will go to the Council Committee on 29th June 2023.If approved, the changes will be implemented TBC.

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Traffic Resolution Plan: TR23-23-GM1 – Golden Mile Revitalisation, Willis Street corridor - from Lambton Quay to Manners Street (including side streets).

Refer to Attached Drawings

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Prepared By: David Huang

Reviewed By: Zackary Moodie (Transport Engineers)
Evandro Scherer
Soon Teck Kong

Approved By: Bradley Singh



Date: 18/04/2023

Legal Description: Manager Transport & Infrastructure, Wellington City Council

Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	Bus Stop, At All Times	East side, commencing 108 metres south of its intersection with Willeston Street (Grid Coordinates X=2658764.321659 m, Y=5989627.766037 m) and extending in a southerly direction following the kerbline for 70.5 metres.
Willis Street	Bus Stop, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm	West side, commencing 219.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 14.5 metres.
Willis Street	Bus Stop, At All Times	West side, commencing 234 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 53 metres.

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Column One	Column Two	Column Three
Willis Street	Bus Lane, At All Times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property	East side southbound lane, commencing at its intersection with Willeston Street and extending in a southerly direction following the eastern kerbline to its intersection with Mercer Street.
Willis Street	Loading Zone, P10, At All Times, Goods Vehicles And Authorised Vehicles Only	West side, commencing 126 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 23.5 metres.
Willis Street	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	West side, commencing 175.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 24.5 metres.
Willis Street	Loading Zone, P10, At Other Times, Goods Vehicles And Authorised Vehicles Only	West side, commencing 219.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 14.5 metres.
Mercer Street	Taxi Stand, At All Times	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid coordinates x= 1748657.8 m, y= 5427730.6 m), and extending in a south-easterly direction following the northern kerbline for 28 metres. (5 parallel parks)
Mercer Street	Motorcycle Parking, At All Times	North side, commencing 19 metres south-east of its intersection with Willis Street (Grid coordinates, x= 1748657.8 m, y= 5427730.6 m), and extending in a south-easterly direction following the northern kerbline for 9.5 metres.
Mercer Street	Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm	From its intersection with Willis Street to its intersection with Victoria Street.

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Column One	Column Two	Column Three
Mercer Street	Taxi Restricted Parking Area Zone, Monday to Sunday 8:00am – 6:00pm	From its intersection with Willis Street to its intersection with Victoria Street.

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	Special vehicle lane, At all times, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Cyclists 3. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	Northeast direction from the intersection of Manners Street and Boulcott Street to the intersection of Lambton Quay and Willeston Street.
Willis Street	Buses Only, At All Times	Southwest direction from the intersection of Lambton Quay and Willeston Street to the intersection of Manners Street and Boulcott Street.
Willis Street	Bus Stop, At All Times	East side commencing 10m north east from intersection with Mercer Street (Grid coordinates X= 2658680.35m, Y=5989442.45m) extending in the north east direction along the kerb line for 45m
Willis Street	Bus Stop, At All Times	West side commencing 24m north west from intersection with Chews Lane (Grid coordinates X= 2658712.35m, Y=5989535.40m) extending in the north-westerly direction along the kerb line for 45m.
Willis Street	Loading Zone, P10, At All Times	West side commencing 11m south west from intersection with Chews Lane (Grid coordinates X= 2658712.35m, Y=5989535.40m) extending in south-westerly direction along the kerb line for 20m.

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Column One	Column Two	Column Three
Willis Street	Loading Zone, P10, At All Times	West side, commencing 126 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerbline for 23.5 metres.
Mercer Street	Motorcycle Parking, At All Times	South side commencing 16m from intersection with Willis Street (Grid coordinates X= 2658675.95m, Y=5989429.50m) extending in the north-easterly direction for 2m along following the kerb line.
Mercer Street	Loading Zone, P10, 8am – 8pm Monday - Sunday, Goods Vehicles and Authorised Vehicles Only	South side commencing 5m north from intersection with Willis Street (grid coordinates X = 2658675.95, Y = 5989429.50) extending in the north-easterly direction for 2.5m along following the kerb line.

Remove from Schedule C (One-way restrictions and No Entry) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mercer Street	One Way Restriction, At All Times	Southeast bound, from Willis Street to Victoria Street

Add to Schedule C (One-way and no entry restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	Turn Left, Except Cycles, and Authorised Vehicles At All Times	Northbound traffic on Willis Street, at its intersection with Boulcott Street
Willis Street	No Entry, Except Cycles	Eastbound traffic, no entry to Mercer Street
Boulcott Street	No Left Turn, Except Cycles, and Authorised Vehicles At All Times	Southbound traffic, no left turn to Willis Street
Willis Street	No Right Turn, Except Cycles, At All Times	Northbound traffic, no right turn from Willis Street to Mercer Street

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Column One	Column Two	Column Three
Willis Street	Turn Left, Except Cycles, and Authorised Vehicles At All Times	Northbound traffic on Willis Street, at its intersection with Boulcott Street
Willis Street	No Entry, Except Cycles	Eastbound traffic, no entry to Mercer Street
Willeston Street	Right Turn Only, Except Cycles, Emergency Vehicles and Authorised Vehicles .	Northbound traffic, right turn only to Customhouse Quay

Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Willis Street	No Stopping, At All Times	East side, commencing 178.5 metres south of its intersection with Willeston Street (Grid Coordinates X=2658764.321659 m, Y=5989627.766037 m) and extending in a southerly direction following the kerb line for 14 metres.
Willis Street	No Stopping, At All Times	East side, commencing 196 metres south of its intersection with Willeston Street (Grid Coordinates X=2658764.321659 m, Y=5989627.766037 m) and extending in a southerly direction following the kerb line for 7.5 metres.
Willis Street	No Stopping, At All Times	East side, commencing 2.5 metres south of its intersection with Willeston Street (Grid Coordinates X=2658764.321659 m, Y=5989627.766037 m) and extending in a southerly direction following the kerb line for 105.5 metres.
Willis Street	No Stopping, At All Times	East side, commencing 6.5 metres south of its intersection with Manners Street (Grid Coordinates X=2658626.142683 m, Y=5989325.905686 m) and extending in a southerly direction following the kerb line for 10.5 metres.
Willis Street	No Stopping, At All Times	West side, commencing 119.5 metres north of its intersection with Dixon Street (Grid Coordinates X=2658539.208825 m, Y=5989157.186171 m) and

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Column One	Column Two	Column Three
		extending in a northerly direction following the kerb line for 64 metres.
Willis Street	No Stopping, At All Times	West side, commencing 121 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 5 metres.
Willis Street	No Stopping, At All Times	West side, commencing 149.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 25.5 metres.
Willis Street	No Stopping, At All Times	West side, commencing 186.5 metres north of its intersection with Dixon Street (Grid Coordinates X=2658539.208825 m, Y=5989157.186171 m) and extending in a northerly direction following the kerb line for 10 metres.
Willis Street	No Stopping, At All Times	West side, commencing 199.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 20 metres.
Willis Street	No Stopping, At All Times	West side, commencing 287 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 29.5 metres.
Willis Street	No Stopping, At All Times	West side, commencing 319.5 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line to Lambton Quay for 6.5 metres.

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Column One	Column Two	Column Three
Willis Street	No Stopping, At All Times	West side, commencing 8 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 85 metres.
Willis Street	No Stopping, At All Times	West side, commencing 97 metres north of its intersection with Boulcott Street (Grid Coordinates X=2658625.980619 m, Y=5989345.149731 m) and extending in a northerly direction following the kerb line for 21 metres.
Willis Street	No Stopping, At All Times	East side, commencing from its intersection with Manners Street, and extending in a northerly direction following the kerb line for 105 metres to its intersection with Mercer Street.
Mercer Street	No Stopping, At All Times	North side, commencing from its intersection with Willis Street (Grid coordinates, x= 1748657.8 m, y= 5427730.6 m), and extending in a south-easterly direction following the northern kerb line for 19 metres.
Mercer Street	No Stopping, At All Times	South side, commencing from its intersection with Willis Street (Grid coordinates, x= 1748652.6 m, y= 5427718.9 m), and extending in a south-easterly direction following the southern kerb line for 7 metres.

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Add to Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mercer sStreet	No Stopping, At All Times	South side commencing 2m north from intersection with Willis Street (Grid coordinates X= 2658675.95m, Y=5989429.50m) extending in the north-easterly direction for 3m along following the kerb line.
Mercer Street	No Stopping, At All Times	South side commencing 7.5m north from intersection with Willis Street (Grid coordinates X=2658675.95m, Y=5989429.50m) extending in the north-easterly direction for 3m along following the kerb line.

Remove from schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Mercer Street	Metered Parking, P120 Maximum, Monday to Sunday 8:00am - 8:00pm	South side, commencing 12 metres south-east of its intersection with Willis Street (Grid coordinates x= 1748652.6 m, y= 5427718.9 m), and extending in a south-easterly direction following the southern kerb line for 29 metres. (10 angled parks)

Add to schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column 1	Column 2	Column 3
Mercer Street	Metered Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm	South side commencing 32m from intersection with Willis Street (rid coordinates X= 2658675.95m, Y=5989429.50m) extending in the south-easterly direction for 5.0m along following the kerb line. (2 angled parks)
Mercer Street	Metered Parking, P30 Maximum, Monday to Sunday, 8:00am – 8:00pm	South side commencing 37m from intersection with Willis Street (rid coordinates X= 2658675.95m, Y=5989429.50m) extending in the south-easterly direction for 4.6m along following the kerb line. (1 angled parks)

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Kia ora,

This is to let you know about changes we are proposing to make in your neighbourhood.

Proposal:

Reference	<p>TR25-23-GM1 – Golden Mile Revitalisation, Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets)</p> <p>This report should be read and considered in conjunction with four other Golden Mile-related Traffic Resolutions reports: TR22-23-GM1, TR23-23-GM1, TR24-23-GM1 and TR28-23. TR28-23 describes the authorisation process for motor vehicles to access the Special Vehicle Lanes on the Golden Mile.</p>
What we'd like to do	<p>Proposed changes:</p> <ul style="list-style-type: none"> Provides a special vehicle lane in each direction that will prohibit all private motor vehicle access to Courtenay Place for the hours specified in the Schedule (7am to 7pm, Monday to Sunday), except for the following specified classes of motor vehicles: <ol style="list-style-type: none"> Buses Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23) Relocate bus stops along Courtenay Place between Manners Street and Cambridge Terrace Relocate pedestrian crossings along Courtenay Place corridor between Manners Street and Cambridge Terrace Remove existing 'No stopping' kerbside controls along Courtenay Place corridor between Manners Street and Cambridge Terrace Install new 'No stopping' kerbside controls along Courtenay Place corridor between Manners Street and Cambridge Terrace Remove existing Loading Zones along Courtenay Place corridor between Manners Street and Cambridge Terrace Install new Loading Zones along Courtenay Place corridor between Manners Street and Cambridge Terrace. The locations are outside 77-99 Courtenay Place, outside 66 Courtenay Place, outside 38 Courtenay Place and within the proposed Courtenay Place shared space near Embassy Theatre. Install vehicle access control to Courtenay Place from Allen Street and Blair Street. Only authorised vehicles will be able to travel from Allen Street and Blair Street to Courtenay Place Control access to Courtenay Place from Tory Street Remove on-street parking along Courtenay Place corridor between Manners Street and Cambridge Terrace Relocate taxi ranks located on Courtenay Place to adjacent side streets Reconfigure side street layouts to accommodate vehicle turning, mobility parks, additional loading bays and taxi ranks Provide a two-way off-road cycle path between Taranaki Street and Cambridge Terrace.

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Why we are proposing the change	<ul style="list-style-type: none"> As part of Let's Get Wellington Moving (LGWM), the Golden Mile project seeks to make changes to Lambton Quay, Willis Street, Manners Street and Courtenay Place, to improve bus reliability, provide more opportunities for walking and cycling, and provide more attractive streets and shared spaces for people to spend time in. The primary purpose of this project is to connect people across the central city with a reliable public transport system that's in balance with an attractive pedestrian environment. Revitalising areas of the Golden Mile will create a more vibrant and welcoming place to live, work and play as well as make it safer to get around. Fewer vehicles will make it possible to widen footpaths, making it a safer and more pleasant place to walk, shop and dine. Fewer vehicles also mean the reliability of bus services along the Golden Mile will be improved. Bus stops will be consolidated to improve bus travel time and reliability. The changes will help to address the following issues: <ul style="list-style-type: none"> slow and unreliable bus travel times resulting in poor customer experience for existing and potential bus users, resulting in reduced attractiveness of using public transport. inadequate provisions for pedestrians and active mode users resulting in conflicts between users. This limits the attractiveness to use active modes of transport and reduces the convenience of walking. poor street layout and quality of street environment provides for an unpleasant experience for a growing volume of people, reducing its attractiveness to spend time in the area.
Location – where we propose to make the change	Courtenay Place – from Manners Street to Cambridge Terrace.
Impact	<p>Analysis of the impacts of the project and a comparison of alternatives is presented in the Golden Mile Business Case. A summary of the main impacts is provided below.</p> <ul style="list-style-type: none"> An improved faster, more reliable bus system Improved pedestrian safety Improved pedestrian convenience Improved street environment Increased number of mobility parks in side streets connecting with Courtenay Place increased number of loading bays in side streets connecting with Courtenay Place reduced number of metered on-street car parks reduced access for motorists, who may need to change where they park and the routes they use to access the central city create requirement for those who wish to access the Golden Mile using motor vehicles to apply for an authorisation <p>Changes to the Golden Mile are expected to:</p>

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	<ul style="list-style-type: none"> • result in between 1 to 2 minutes bus travel time savings for each passenger. This creates opportunities to improve the efficiency and quality of bus services across the city • improve travel time reliability by: <ul style="list-style-type: none"> ○ reducing the time buses need to wait (through improving traffic signal timings and consolidating bus stops), ○ removing private motor vehicles (and associated side friction problems) ○ reducing bus queuing (for example a one-minute reduction in variability on Courtenay Place and Manners Street) • increase space for people waiting to board buses by between 25-50% in the bus stop areas. The streets that will have the greatest increase will be Courtenay Place and Lambton Quay. • reduce the number of pedestrian crashes on the Golden Mile by 70% over the coming 10 years • increase the amount of public realm space by 75% • improve pedestrian level of service by between 10-25% • reduce the number of on-street pay and display car parks on the Golden Mile and connecting side streets by 159 in total • increase the number of mobility car parks on connecting side streets by seven along the Golden Mile corridor • result in changes of the routes that general traffic may use to access certain streets in central city • result in slower peak hour travel times for motor vehicles on Ghuznee Street and Featherston Street • result in net positive economic benefits for retail resulting from the increased footfall within the Golden Mile <p>Further information about the impacts of the project can be accessed at www.lgwm.nz/goldenmile</p>
How this relates to the parking policy	<p>The reconfiguration of kerbside controls within the Golden Mile and connecting side streets has been guided by the transport hierarchy and parking space hierarchy signalled in the parking policy.</p> <p>These changes support the WCC Parking Policy 2020 by:</p> <ul style="list-style-type: none"> • supporting and facilitating a shift in the type of transport used • supporting safe movement • supporting city place-making, amenity, and safety • supporting access for all.
Additional Information	<ul style="list-style-type: none"> • Courtenay Place is Wellington's centre of entertainment activities. • 40,000 people travel through Courtenay Place every day. • Currently, 31% of people on Courtenay Place are pedestrians, 48% of people move by bus, 20% of the people move through Courtenay Place in a car. • Around 1% of people move by active modes.
Feedback	<p>If you'd like to provide us with specific feedback, fill out an online submission form at FORM LINK which can also be accessed through the www.lgwm.nz/home/have-your-say page.</p>

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	Please note if you're giving feedback, the consultation period opens at 9am 26 April 2023 and finishes at 12am 23 May 2023
Next Steps	<ol style="list-style-type: none">1. There will be a four-week process for public consultation2. The proposal will go to the Council Committee on 29th June 2023.3. If approved, the changes will be implemented TBC.

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Traffic Resolution Plan: TR25-23-GM1 – Golden Mile Revitalisation, Courtenay Place corridor from Manners Street to Cambridge Terrace (including side streets)

Refer to Attached Drawings

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Prepared By:

Reviewed By:

Zackary Moodie
Evandro Scherer
Soon Teck Kong

(Transport Engineers)

Bradley Singh

Approved By:



Date:

18/04/2023

Legal Description:

Manager Transport & Infrastructure, Wellington City Council

Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Courtenay Place	Bus Stop, At All Times	Southwest side, following the kerbline 75 metres northwest of its intersection with Tory Street (Grid Coordinates x= 1749128.1 m, y= 5427131.4 m), and extending in a north-westerly direction for 23 metres.
Courtenay Place	Bus Stop, Monday to Sunday 5:30am - 12:30am Taxi Stand, Monday to Sunday 12:30am - 5:30am	North side, commencing 5 metres east of its intersection with Allen Street (Grid Coordinates X=2659235.412545 m, Y=5988827.440858 m) and extending in an easterly direction following the kerbline for 59.5 metres.
Courtenay Place	Bus Stop, At All Times	Northeast side, commencing 61 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5988966.992086 m) and extending in a south-easterly direction following the kerbline for 37 metres.
Courtenay Place	Bus Stop, At All Times	South side, commencing 29 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and

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Column One	Column Two	Column Three
		extending in a westerly direction following the kerbline for 13 metres.
Courtenay Place	Bus Stop, At All Times	South side, commencing 59 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and extending in a westerly direction following the kerbline for 53 metres.
Courtenay Place	Bus Lane, Monday to Friday 4 - 6pm, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	North kerbside, eastbound lane, commencing 13 metres from its intersection with Taranaki Street, and extending in an easterly direction for 82 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property	North kerbside, eastbound lane, commencing 110 metres east of its intersection with Taranaki Street, and extending in an easterly direction for 70 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	North kerbside, eastbound lane, commencing 24.5 metres east of its intersection with Tory Street, and extending in an easterly direction for 26 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any	North kerbside, eastbound lane, commencing 59 metres east of its intersection with Tory Street, and extending in an easterly direction to its intersection with Allen Street.

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Column One	Column Two	Column Three
	vehicle for 50m turning into or out of a side street or property.	
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	North kerbside, eastbound lane, commencing from its intersection with Allen Street, and extending in an easterly direction for 58 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	South kerbside, westbound lane, commencing 29 metres west of its intersection with Cambridge Terrace, and extending in a westerly direction for 115 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	South kerbside, westbound lane, commencing 8 metres west of its intersection with Tory Street, and extending in a westerly direction for 87 metres.
Courtenay Place	Bus Lane, At all times, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.	South kerbside, westbound lane, commencing 103.5 metres west of its intersection with Tory Street, and extending in a westerly direction for 60 metres.

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Column One	Column Two	Column Three
Courtenay Place	Loading Zone, P10, Monday to Friday 9:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	North side, commencing 24.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.6m, Y=5988853.0m) and extending in an easterly direction following the kerb line for 24.5 metres.
Courtenay Place	Loading Zone, P10, At All Times, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 42.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a south-easterly direction following the kerblines for 12 metres.
Courtenay Place	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, following the kerblines 153 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659151.02452 m, Y=5988845.536077 m) and extending in a north-westerly direction for 11.5 metres.
Courtenay Place	Loading Zone, P5, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	North side, commencing 127 metres east of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5988966.992086 m) and extending in an easterly direction following the kerblines for 30 metres.
Courtenay Place	Taxi Stand, At Other Times	North side, commencing 24.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.591298 m, Y=5988852.993503 m) and extending in an easterly direction following the kerblines for 24.5 metres.
Courtenay Place	Taxi Stand, At Other Times	Southwest side, following the kerblines 153 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659151.02452 m, Y=5988845.536077 m) and extending in a north-westerly direction for 11.5 metres.
Courtenay Place	EV Parking, P120 Maximum, at all times Metered Monday- Sunday 8:00am-8:00pm	Southwest side, following the kerblines 109.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 6.0 metres. (1 parallel carpark)

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Column One	Column Two	Column Three
Courtenay Place	Metered Mobility Parking, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only	Southwest side, following the kerbline 181 metres southeast of its intersection with Tory Street (Grid coordinates x=1749136.8 m, y=5427129.6 m), and extending in a south-easterly direction for 7.0 metres. (1 parallel mobility car park)
COURTENAY PL- #5A LOOP	Loading Zone. P10, Monday to Saturday, 8:00am – 6:00pm, Goods Vehicles And Authorised Vehicles Only	Northeast side, following the kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.
COURTENAY PL- #5A LOOP	Loading Zone. P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only.	North side, following the kerbline 81.5 metres southeast from its westernmost intersection with Courtenay Place (Grid Coordinates X=2659242.428524 m, Y=5988809.975576 m) and extending in a south-easterly direction for 10 metres.

Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Courtenay Place	Bus Stop, At All Times	North side, commencing 26.8m west of its intersection with Cambridge Terrace (X=2659373.47m, Y=5988787.26m) and extending in a westerly direction following the kerb line for 45.0m.
Courtenay Place	Bus Stop, At All Times	North side, commencing 69.6 metres west of its intersection with Cambridge Terrace (X=2659373.47m, Y=5988787.26m) and extending in a westerly direction following the kerb line for 30.0m.
Courtenay Place	Bus Stop, At All Times. The Bus Stop may be used by marked police vehicles between 7pm and 7am, Monday to Sunday.	South side, commencing 29.5 metres west of its intersection with Cambridge Terrace (X=2659357.16m, Y=5988775.91m) and extending in a westerly direction following the kerb line for 15.0m.
Courtenay Place	Bus Stop, At All Times	South side, commencing 65.0 metres west of its intersection with Cambridge Terrace (X=2659357.16m, Y=5988775.91m) and extending in a




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Column One	Column Two	Column Three
		westerly direction following the kerb line for 45.0 metres.
Courtenay Place	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	Kerbside eastbound lane, commencing from its intersection with Taranaki Street (Grid Coordinates X=2658980.96m, Y=5988965.19m) extending in the easterly direction following the northern kerbline to its intersection with Tory Street (Grid Coordinates X=2659157.04m, Y=5988857.09m).
Courtenay Place	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	Kerbside eastbound lane, commencing from its intersection with Tory Street (Grid Coordinates X=2659169.34m, Y=5988853.25m) extending in the easterly direction following the northern kerbline to its intersection with Cambridge Terrace (Grid Coordinates X=2659367.81m, Y=5988790.20m).
Courtenay Place	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that	Kerbside westbound lane, commencing from its intersection with Cambridge Terrace (Grid Coordinates X=2659359.47m, Y=5988773.80m) extending in the westerly direction following the northern kerbline to its intersection with Tory Street (Grid Coordinates X=2659161.94m, Y=5988844.22m).



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Column One	Column Two	Column Three
	are authorised by Wellington City Council (See TR28-23)	
Courtenay Place	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	Kerbside westbound lane, commencing from its intersection with Tory Street (Grid Coordinates X= 2659152.81m, Y=5988846.47m) extending in the westerly direction following the northern kerbline to its intersection with Taranaki Street (Grid Coordinates X= 2658974.42m, Y=5988952.19m).
Cambridge Terrace	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (See TR28-23)	Kerbside  thbound lane, commencing from its intersection with Courtenay Place (Grid Coordinates X= 2659359.47m, Y=5988773.80m) extending in the southerly direction following the western kerbline for 40.0 metres.
Kent Terrace	Special vehicle lane, 7am to 7pm, Monday to Sunday, motor vehicle access prohibited, except for the following specified classes of motor vehicles: 1. Buses 2. Vehicles used for specified purposes that	Kerbside  thbound lane, on the inner most lane, commencing from its intersection with Courtenay  e (Grid Coordinates X= 2659396.02m, Y=5988790.24m) extending in the northerly direction following the western kerbline for 40.0 metres.

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Column One	Column Two	Column Three
	are authorised by Wellington City Council (See TR28-23)	
Courtenay Place	Loading Zone, P10, At All Times, Except Marked Police Vehicles	Southwest side, commencing 27.0m southeast of its intersection with Taranaki Street (X=2658973.69m, Y=5988951.84m) and extending in a south easterly direction following the kerb line for 45.8m.
Courtenay Place	Loading Zone, P10, At All Times, Except Marked Police Vehicles	North side, commencing 28.5m west of its intersection with Tory Street (X=2659159.76, Y=5988859.22m) and extending in a westerly direction following the kerb line for 40.5m.
Courtenay Place	Loading Zone, P10, At All Times, Except Marked Police Vehicles	North side, commencing 47.0 metres east of intersection with Tory Street (X=2659167.01m, Y=5988855.67m) and extending in an easterly direction following the kerb line for 20.5 metres.
Blair Street	Metered Mobility Parking, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	West side commencing 17m north of intersection with Courtenay Place (Grid Coordinates X=2659298.53m, Y=5988808.06m) extending 6  ast along the  thern kerb line. (1 angled parking)
Blair Street	Taxi Stand, At All Times	West side commencing 28m north of intersection with Courtenay Place (Grid Coordinates X=2659298.53m, Y=5988808.06m), extending 12m northeast along the north west kerb line. (2 parallel parks)
Blair Street	Loading Zone, P10, At All Times	West side commencing 52m north of intersection with Courtenay Place (Grid Coordinates X=2659298.53m, Y=5988808.06m), extending 18m northeast along the northwest kerb line. (3 parallel parks)
Blair Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	West side commencing 72m north of intersection with Courtenay Place (Grid Coordinates X=2659298.53m, Y=5988808.06m), extending 3.5m northeast along the northwest kerb line. (1 angled parking)

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Column One	Column Two	Column Three
Blair Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	West side commencing 121.5m north of intersection with Courtenay Place (Grid Coordinates X=2659298.53, Y=5988808.06m), extending 3.5m northeast along the northwest kerb line. (1 angled parking)
Allen Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	West side commencing 25.5m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33, Y=5988828.42m), extending 3.5m northeast along the northwest kerb line. (1 angled parking)
Allen Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	West side commencing 30.5m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 3.5m northeast along the northwest kerb line. (1 angled parking)
Allen Street	Loading Zone, P10, At All Times	West side commencing 34m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 5.5m northeast along the northwest kerb line. (2 angled parks)
Allen Street	Taxi Stand, At All Times	East side commencing 30.5m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 10.5m northeast along the southeast kerb line. (4 angled parks)
Allen Street	Mobility Parking, At All Times, P120 Maximum, Monday to Sunday, 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only	East side commencing 93m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 3m northeast along the southeast kerb line. (1 angled parking)
Tory Street	Taxi Stand, At All Times	West side, commencing 50m north of its intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m) and extending in a

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Column One	Column Two	Column Three
		northerly direction following the kerb line for 24m. (4 parallel parks)
Tory Street	Loading Zone, P10, At All Times	East side, commencing 16m north of its intersection with Courtenay Place Grid Coordinates X-2659230.33m, Y=5988828.42m) and extending in a northerly direction following the kerb line for 18m. (3 parallel parks)
Tory Street	Loading Zone, P10, At All Times	East side, commencing 99m north of its intersection with Courtenay Place (Grid Coordinates X-2659230.33m, Y=5988828.42m) and extending in a northerly direction following the kerb line for 18m. (3 parallel parks)
COURTENAY PL- #5A LOOP	Taxi Stand. 7PM-7AM, Monday to Sunday.	North side, following the kerblane 8.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 70.6 metres.
COURTENAY PL- #5A LOOP	Loading Zone, P10, At All Times	North side, following the kerblane 79.1 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 20.0 metres.

Remove from Schedule C (One-way and no entry restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Courtenay Place	No Entry, At All Times	No entry to Courtenay Place west from Cambridge Terrace.
Courtenay Place	No U-Turn	Northwest bound traffic, no U-turn to Courtenay Place southeast bound at the intersection of Courtenay Place and Allen Street, (Grid coordinates x= 1749214.9m, y= 5427107.5m).

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Add to Schedule C (One-way and No Entry restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Allen Street	No Entry, Except Cycles and Emergency Vehicles	No entry to Allen Street north from Courtenay Place
Allen Street	No Right Turn. At All Times.	Southbound traffic on Allen Street at its intersection with Courtenay Place
Blair Street	No Entry, Except Cycles and Emergency Vehicles	No entry to Blair Street north from Courtenay Place
Blair Street	No Right Turn. At All Times.	Southbound traffic on Blair Street at its intersection with Courtenay Place
COURTENAY PL- #5A LOOP	No Entry. Except Cycles. 7AM - 7PM Monday to Sunday.	At its easternmost intersection with Courtenay Place (Grid coordinates, Y= 2659336.49m, Y= 5988779.22m)
Cambridge Place	No Left Turn. Except Cycles, Emergency Vehicles, Mopeds, Motorcycles and Permit Holders, 7AM-7PM, Monday - Sunday	Northbound traffic. No left turn to Courtenay Place from Cambridge Terrace

Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Courtenay Place	No Stopping, At All Times	Southwest side, following the kerb line 30 metres northwest of its intersection with Tory Street (Grid Coordinates x= 1749128.1 m, y= 5427131.4 m), and extending in a north-westerly direction for 44.5 metres.
Courtenay Place	No Stopping, At All Times	Southwest side, following the kerblines 7.5 metres northwest of its intersection with Tory Street (Grid Coordinates x= 1749128.1 m, y= 5427131.4 m), and extending in a north-westerly direction for 23 metres.

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Column One	Column Two	Column Three
Courtenay Place	No Stopping, At All Times	North side, commencing 191.5 metres east of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5989829.705731 m) and extending in an easterly direction following the kerbline for 10 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 49 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.591298 m, Y=5988852.993503 m) and extending in an easterly direction following the kerbline for 8 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 6.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.591298 m, Y=5988852.993503 m) and extending in an easterly direction following the kerbline for 9 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 60 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.591298 m, Y=5988852.993503 m) and extending in an easterly direction following the kerbline for 22 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 64.5 metres east of its intersection with Allen Street (Grid Coordinates X=2659235.412545 m, Y=5988827.440858 m) and extending in an easterly direction following the kerbline for 15.5 metres.
Courtenay Place	No Stopping, At All Times	Northeast side, commencing 2.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5988966.992086 m) and extending in a north-westerly direction following the kerb line for 4.5 metres.
Courtenay Place	No Stopping, At All Times	Northeast side, commencing 5.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5988966.992086 m) and extending in a south-easterly direction following the kerb line for 7.5 metres.

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Column One	Column Two	Column Three
Courtenay Place	No Stopping, At All Times	South side, commencing 112 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and extending in a westerly direction following the kerb line for 9 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 29 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and extending in an easterly direction following the kerb line to the pedestrian crossing for 25 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 42 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and extending in a north-westerly direction following the kerb line for 8 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 53 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.571648 m, Y=5988774.221623 m) and extending in a westerly direction following the kerb line for 6 metres.
Courtenay Place	No Stopping, At All Times	Southwest side, commencing 54.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in an easterly direction following the kerb line for 5 metres.
Courtenay Place	No Stopping, At All Times	Southwest side, following the kerb line 164.5 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659151.02452 m, Y=5988845.536077 m) and extending in a north-westerly direction for 41 metres.
Tory Street	No Stopping, At All Times	West side, commencing 41.5 metres north of its intersection with Holland Street (Grid Coordinates X=2659108.530751 m, Y=5988751.825084 m) and extending in a northerly direction following the kerblane for 53.5 metres.

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Column One	Column Two	Column Three
Tory Street	No Stopping, At All Times	West side, commencing 5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659157.486269 m, Y=5988857.124988 m) and extending in a northerly direction following the kerblane for 45 metres.
Tory Street	No Stopping, At All Times	East side, commencing 6 metres south of its intersection with Courtenay Place (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a southerly direction following the kerblane for 35.5 metres.
Tory Street	No Stopping, At All Times	East side, commencing 80.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2659224.498763 m, Y=5988980.419915 m) and extending in a southerly direction following the kerblane for 6 metres.
Tory Street	No Stopping, At All Times	East side, commencing 97.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2659224.498763 m, Y=5988980.419915 m) and extending in a southerly direction following the kerblane for 36 metres.
COURTENAY PL- #5A LOOP	No Stopping. At All Times.	Southwest side, following the kerblane 158.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a south-easterly direction for 5.5 metres.
COURTENAY PL- #5A LOOP	No Stopping. At All Times.	Southwest side, following the kerblane 188.5 metres southeast of its intersection with Tory Street (Grid Coordinates X=2659158.741158 m, Y=5988841.717731 m) and extending in a northerly direction to its intersection with Courtenay Place for 25 metres.

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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Courtenay Place	No Stopping, At All Times	North side, commencing from its intersection with Taranaki Street (Grid Coordinates X= 2658981.36m, Y=5988967.04m) and extending in a south-easterly direction following the kerb line for 88.7 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 95.0 metres southeast of its intersection with Taranaki Street (Grid Coordinates X= 2658981.36m, Y=5988967.04m) and extending in a south-easterly direction following the kerb line for 49.5 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing from its intersection with Tory Street (Grid Coordinates X= 2659159.65m, Y=5988857.15m) and extending in a north-westerly direction following the kerb line for 28.5 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing from its intersection with Tory Street (Grid Coordinates X= 2659169.80m, Y=5988854.77m) and extending in a south-easterly direction following the kerb line for 47.5 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing from its intersection with Allen Street (Grid Coordinates X=2659157.49 m, Y=5988857.12 m) and extending in an easterly direction following the kerb line for 30.5 metres.
Courtenay Place	No Stopping, At All Times	North side, commencing 15.4 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659367.41m, Y=5988786.91m) and extending in a westerly direction following the kerb line for 11.5 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 43.5 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, Y=5988775.33m) and extending in a westerly direction following the kerb line for 9.5 metres.

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Column One	Column Two	Column Three
Courtenay Place	No Stopping, At All Times	South side, commencing 58.0 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, 5988775.33m) and extending in a westerly direction following the kerb line for 6.3 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 109.5 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, 5988775.33m) and extending in a westerly direction following the kerb line for 15.0 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 129.5 metres west of its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, 5988775.33m) and extending in a westerly direction following the kerb line for 81.5 metres to its intersection with Tory Street.
Courtenay Place	No Stopping, At All Times	South side, commencing 8.0 metres west of its intersection with Tory Street (Grid Coordinates X= 2659152.93m, Y=5988846.65m) and extending in a westerly direction following the kerb line for 115.0 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing from its intersection with Taranaki Street (Grid Coordinates X= 2658972.79m, Y=5988951.35m) and extending in an easterly direction following the kerb line for 28.5 metres.
Courtenay Place	No Stopping, At All Times	South side, commencing 74.0 metres east of its intersection with Taranaki Street (Grid Coordinates X= 2658972.79m, Y=5988951.35m) and extending in an easterly direction following the kerb line for 9.8 metres.
Blair Street	No Stopping, At All Times	West side commencing 70m north from intersection with Courtenay Place (Grid Coordinates X=2659298.53m, Y=5988808.06m), extending 2m northeast along the northwest kerb line

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Column One	Column Two	Column Three
Blair Street	No Stopping, At All Times	West side commencing 75.5m north from intersection with Courtenay Place (Grid Coordinates X= 2659298.53m, Y=5988808.06m), extending 6m northeast along the northwest kerb line.
Blair Street	No Stopping, At All Times	East side commencing 11m north from intersection with Courtenay Place (Grid Coordinates X= 2659305.67m, Y=5988805.20m), extending 29m northeast along the southeast kerb line.
Blair Street	No Stopping, At All Times	East side commencing 104m north from intersection with Courtenay Place (Grid Coordinates X= 2659305.67m, Y=5988805.20m), extending 5.5m northeast along the southeast kerb line.
Allen Street	No Stopping, At All Times	Commencing from its intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending northeast along the kerb line around the turn-around area for 14.0m.
Allen Street	No Stopping, At All Times	West side commencing 29m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 1.5m northeast along the northwest kerb line.
Allen Street	No Stopping, At All Times	West side commencing 39.5m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 5.5m northeast along the northwest kerb line.
Allen Street	No Stopping, At All Times	West side commencing 58m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 5.5m northeast along the northwest kerb line.
Allen Street	No Stopping, At All Times	West side commencing 81.5m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 4m northeast along the northwest kerb line.

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Column One	Column Two	Column Three
Allen Street	No Stopping, At All Times	West side commencing 108m north of intersection with Courtenay Place (Grid Coordinates X=2659230.33m, Y=5988828.42m), extending 3m northeast along the northwest kerb line.
Allen Street	No Stopping, At All Times	East side commencing 96m north of intersection with Courtenay Place (Grid Coordinates X= 2659236.65m, Y=5988826.75m), extending 1m northeast along the southeast kerb line.
Tory Street	No Stopping, At All Times	West side, commencing 90m north of its intersection with Courtenay Place (Grid Coordinates X= 659157.49m, Y = 5988857.12m) and extending in a northerly direction following the kerb line for 46m
Tory Street	No Stopping, At All Times	East side, commencing 40m north of its intersection with Courtenay Place (Grid Coordinates X= 2659169.20m, Y=5988855.20m) and extending in a northerly direction following the kerb line for 12m.
Tory Street	No Stopping, At All Times	East side, commencing 64m north of its intersection with Courtenay Place (Grid Coordinates X= 2659169.20m, Y=5988855.20m) and extending in a northerly direction following the kerb line for 35m.
Tory Street	No Stopping, At All Times	East side, commencing 116m north of its intersection with Courtenay Place (Grid Coordinates X= 2659169.20m, Y=5988855.20m) and extending in a northerly direction following the kerb line for 22m.
COURTENAY PL- #5A LOOP	No Parking. Except for ambulances, Friday and Saturday 6:00pm – midnight, Saturday and Sunday midnight – 3:00am	Northeast side, following the kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.

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Remove from Schedule F (Metered parking) from the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Courtenay Place	Metered Parking	North side, commencing 114.5 metres east of its intersection with Taranaki Street (Grid coordinates x= 1748958.8 m, y= 5427254.9 m), and extending in an easterly direction following the kerbline for 12.5 metres. (2 parallel carparks)
Courtenay Place	Metered Parking	North side, commencing 157 metres east of its intersection with Taranaki Street (Grid coordinates x= 1748958.8 m, y= 5427254.9 m), and extending in an easterly direction following the kerbline for 34.5 metres. (6 parallel carparks)
Courtenay Place	Metered Parking	North side, commencing 18.5 metres east of its intersection with Tory Street (Grid coordinates x= 1749143.6 m, y= 5427140.9 m), and extending in an easterly direction following the kerbline for 6 metres. (1 parallel carpark)
Courtenay Place	Metered Parking	North side, following the kerbline 15 metres east of its intersection with Blair Street (Grid coordinates x= 1749287.3 m, y= 5427091.9 m), and extending in an easterly direction for 36.5 metres. (12 angle carparks)
Courtenay Place	Metered Parking	Northeast side, commencing 13 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1748958.8 m, y= 5427254.9 m), and extending in a south-easterly direction following the kerbline for 48 metres. (8 parallel carparks)
Courtenay Place	Metered Parking	Southwest side, commencing 14 metres southeast of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction following the kerbline for 28.5 metres. (5 parallel carparks)
Courtenay Place	Metered Parking	Southwest side, following the kerbline 30.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749128.1 m, y= 5427131.4 m) and extending in a north-westerly direction for 44.5 metres. (7 parallel carparks)

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Column One	Column Two	Column Three
Courtenay Place	Metered Parking	East side, following the kerbline 11 metres south of its intersection with Stout Street (Grid coordinates x= 1748739.3 m, y= 5428488.0 m), and extending in a southerly direction for 40 metres. (11 angle carparks)
Courtenay Place	Metered Parking	East side, following the kerbline 14 metres south of its intersection with Brandon Street (Grid coordinates x= 1748694.5 m, y= 5428291.9 m), and extending in a southerly direction for 32.5 metres. (5 parallel carparks)
Courtenay Place	Metered Parking	East side, following the kerbline 31.5 metres southwest of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 31 metres. (4 parallel carparks)
Courtenay Place	Metered Parking	East side, following the kerbline 62.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748754.1 m, y= 5428629.5 m), and extending in a southerly direction for 26.5 metres. (8 angle carparks)
Courtenay Place	Metered Parking	Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid coordinates x= 1748938.9 m, y= 5428759.3 m), and extending in a south-westerly direction following the kerbline for 71 metres. (12 parallel carparks)
Courtenay Place	Metered Parking	Southwest side, following the kerbline 115.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749129.1 m, y= 5427133.4 m), and extending in a north-westerly direction for 37.5 metres. (6 parallel carparks)
Courtenay Place	Metered Parking	Southwest side, following the kerbline 164 metres southwest of its intersection with Tory Street (Grid coordinates x= 1749136.8 m, y= 5427129.6 m) and extending in a south-easterly direction for 17 metres. (3 parallel carparks)

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Column One	Column Two	Column Three
Courtenay Place	Metered Parking	Northeast side, commencing 13 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1748958.8 m, y= 5427254.9 m), and extending in a south-easterly direction following the kerbline for 48 metres
Blair Street	Metered Parking	East side, commencing 56 metres south-south-east of its intersection with Wakefield Street (Grid coordinates x= 1749338.9 m, y= 5427205.0 m), and extending in a south-south-easterly direction for 53 metres.(parallel parking spaces)
Blair Street	Metered Parking	West side, commencing 16.5 metres north-north-east of its intersection with Courtenay Place (Grid coordinates x= 1749274.2 m, y= 5427096.3 m), and extending in a north-north easterly direction for 56 metres. (Parallel parking spaces)
Allen Street	Metered Parking	West side, following the kerb line 17.5 metres north of its intersection with Courtenay Place (Grid coordinates x= 1749208.0 m, y= 5427116.4 m), and extending in a northerly direction for 7.5 metres. (2 angle carparks)
Allen Street	Metered Parking	East side, following the kerb line 16.5 metres south of its intersection with Wakefield Street (Grid coordinates x= 1749272.2 m, y= 5427236.0 m), and extending in a southerly direction for 114 metres. (43 angle carparks)
Allen Street	Metered Parking	West side, following the kerb line 25 metres north of its intersection with Courtenay Place (Grid coordinates x= 1749208.0 m, y= 5427116.4 m), and extending in a northerly direction for 18.5 metres. (7 angle carparks)
Allen Street	Metered Parking	West side, following the kerb line 49 metres north of its intersection with Courtenay Place (Grid coordinates x= 1749208.0 m, y= 5427116.4 m), and extending in a northerly direction for 13.5 metres. (5 angle carparks)

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Column One	Column Two	Column Three
Tory Street	Metered Parking	West side, commencing 50 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659157.486269 m, Y=5988857.124988 m) and extending in a northerly direction following the kerb line for 40 metres. (7 parallel carparks)
COURTENAY PL- #5A LOOP	Metered Parking. P120 Maximum, Monday to Sunday 8:00 - 8:00pm.	Southwest side, following the kerbline 114 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 44.5 metres. (8 parallel carparks)
COURTENAY PL- #5A LOOP	Metered Parking. P120 Maximum, Monday to Sunday 8:00 - 8:00pm.	Southwest side, following the kerbline 70.5 metres southeast of its intersection with Tory (Grid coordinates x= 1749136.8 m, y= 5427129.6 m), and extending in a south-easterly direction for 28 metres. (5 parallel carparks)

Add to Schedule F (Metered parking) of the Traffic Resolutions Schedule

Column 1	Column 2	Column 3
Blair Street	Metered parking. P30, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 40m from north of intersection with Courtenay Place (Grid Coordinates X= 2659298.53m, Y=5988808.06m), extending 12m northeast along the north west kerb line (2 Parallel parking)
Blair Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 81.5m from north of intersection with Courtenay Place (Grid Coordinates X= 2659298.53m, Y=5988808.06m), extending 40m northeast along the northwest kerb line. (13 Angled parking)
Blair Street	Metered parking. P30, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 40m north from intersection with Courtenay Place (Grid Coordinates X=2659305.67m, Y=5988805.20m), extending 34m northeast along the southeast kerb line. (6 Parallel parking)

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Column 1	Column 2	Column 3
Blair Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 74m north from intersection with Courtenay Place (Grid Coordinates X=2659305.67m, Y=5988805.20m), extending 30m northeast along the southeast kerb line. (11 Angled parking)
Blair Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 110m north from intersection with Courtenay Place (2659305.67, 5988805.20), extending 6m northeast along the southeast kerb line. (2 Angled parking)
Allen Street	Metered parking. P30, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 51m north of intersection with Courtenay Place (2659230.33, 5988828.42), extending 8m northeast along the northwest kerb line. (3 angled parking)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 63.5m north of intersection with Courtenay Place (2659230.33m, 5988828.42), extending 23m northeast along the northwest kerb line. (9 angled parking)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 90m north of intersection with Courtenay Place (2659230.33, 5988828.42), extending 18m northeast along the northwest kerb line. (7 angled parking)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side commencing 111m north of intersection with Courtenay Place (2659230.33, 5988828.42), extending 11m northeast along the northwest kerb line.
Allen Street	Metered parking. P30, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 41m north of intersection with Courtenay Place (2659236.65, 5988826.75), extending 5m northeast along the southeast kerb line. (2 angled parking)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 51m north of intersection with Courtenay Place (2659236.65, 5988826.75), extending 42m northeast along the southeast kerb line. (16 angled parking)

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Column 1	Column 2	Column 3
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side commencing 97m north of intersection with Courtenay Place (2659236.65, 5988826.75), extending 31m northeast along the southeast kerb line. (12 angled parking)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side, commencing 73m north of its intersection with Courtenay Place (2659157.49, 5988857.12) and extending in a northerly direction following the kerb line for 17m. (3 parallel carparks)
Allen Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side, commencing 52m north of its intersection with Courtenay Place (Grid Coordinates X=2659305.67m, Y=5988805.20m) and extending in a northerly direction following the kerb line for 12m. (2 parallel parks)
Tory Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	West side, commencing 74 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659157.486269 m, Y=5988857.124988 m) and extending in a northerly direction following the kerb line for 17 metres. (3 parallel carparks)
Tory Street	Metered parking. P120, Maximum, Monday to Sunday 8:00am – 8:00pm	East side, commencing 51.0m north of its intersection with Courtenay Place Grid Coordinates X=2659230.33m, Y=5988828.42m) and extending in a northerly direction following the kerb line for 58.0m. (8 parallel parks)
COURTENAY PL- #5A LOOP	P10 Maximum, 7PM-7AM, Monday to Sunday.	North side, following the kerbline 79.1 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 28.6 metres (5 parallel spaces).

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Remove from schedule H (Pedestrian Crossing) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Courtenay Place	Pedestrian Crossing	North side, 3.5 metres east of its intersection with Blair Street (Grid Coordinates X=2659309.256335 m, Y=5988804.04217 m).
Courtenay Place	Pedestrian Crossing	North side, 58.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.591298 m, Y=5988852.993503 m).
Courtenay Place	Pedestrian Crossing	Northeast side, 108 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2658980.728027 m, Y=5988966.992086 m).

Add to schedule H (Pedestrian Crossing) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Courtenay Place	Pedestrian Crossing	South side, following the kerbline 82.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658980.73 m, Y=5988966.99 m).
Courtenay Place	Pedestrian Crossing	North side, at its intersection with Allen Street (Grid Coordinates X=2659157.49 m, Y=5988857.12 m).
Courtenay Place	Pedestrian Crossing	North side, 2.5 metres east of its intersection with Blair Street (Grid Coordinates X=2659309.26 m, Y=5988804.04 m).

Add to Schedule I (Cycle Lane) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Courtenay Place	Two-way Cycle Path	Eastbound and Westbound, south side, following the kerbline 9.4 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a south easterly direction for 67.0 metres.

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Column One	Column Two	Column Three
Courtenay Place	Two-way Cycle Path	Eastbound and Westbound, south side, following the kerbline 96.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a south easterly direction for 103.0 metres.
Courtenay Place	Two-way Cycle Path	Eastbound and Westbound, south side, following the kerbline 8.0 metres from its intersection with Tory Street (Grid Coordinates X=2659161.92m, Y=5988842.28m) and extending in a south easterly direction for 54.9 metres.
Courtenay Place	Two-way Cycle Path	Eastbound and Westbound, south side, following the kerbline 9.8 metres from its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, Y=5988774.77m) and extending in a north westerly direction for 11.2 metres.
COURTENAY PL- #5A LOOP	Shared zone. At All Times.	From its westernmost intersection with Courtenay Place (Grid coordinates, X= 2659236.52m, Y= 5988813.47 m), and extending in a south-easterly direction for 124.7 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 9.4 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a westerly direction for 9.4 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 96.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a westerly direction for 20.1 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 199.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a south easterly direction for 9.0 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 8.0 metres from its intersection with Tory Street (Grid Coordinates X=2659161.92m,

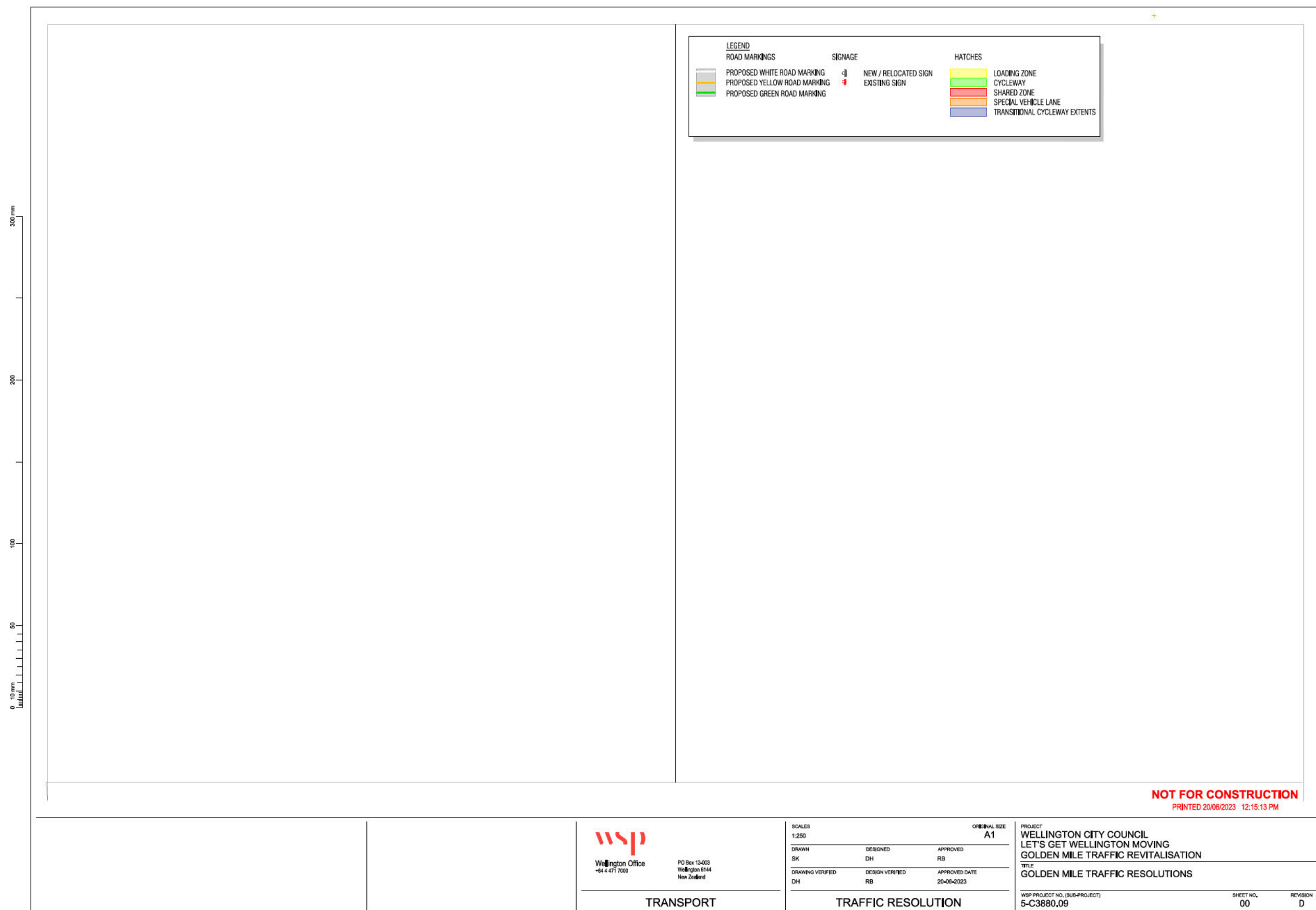
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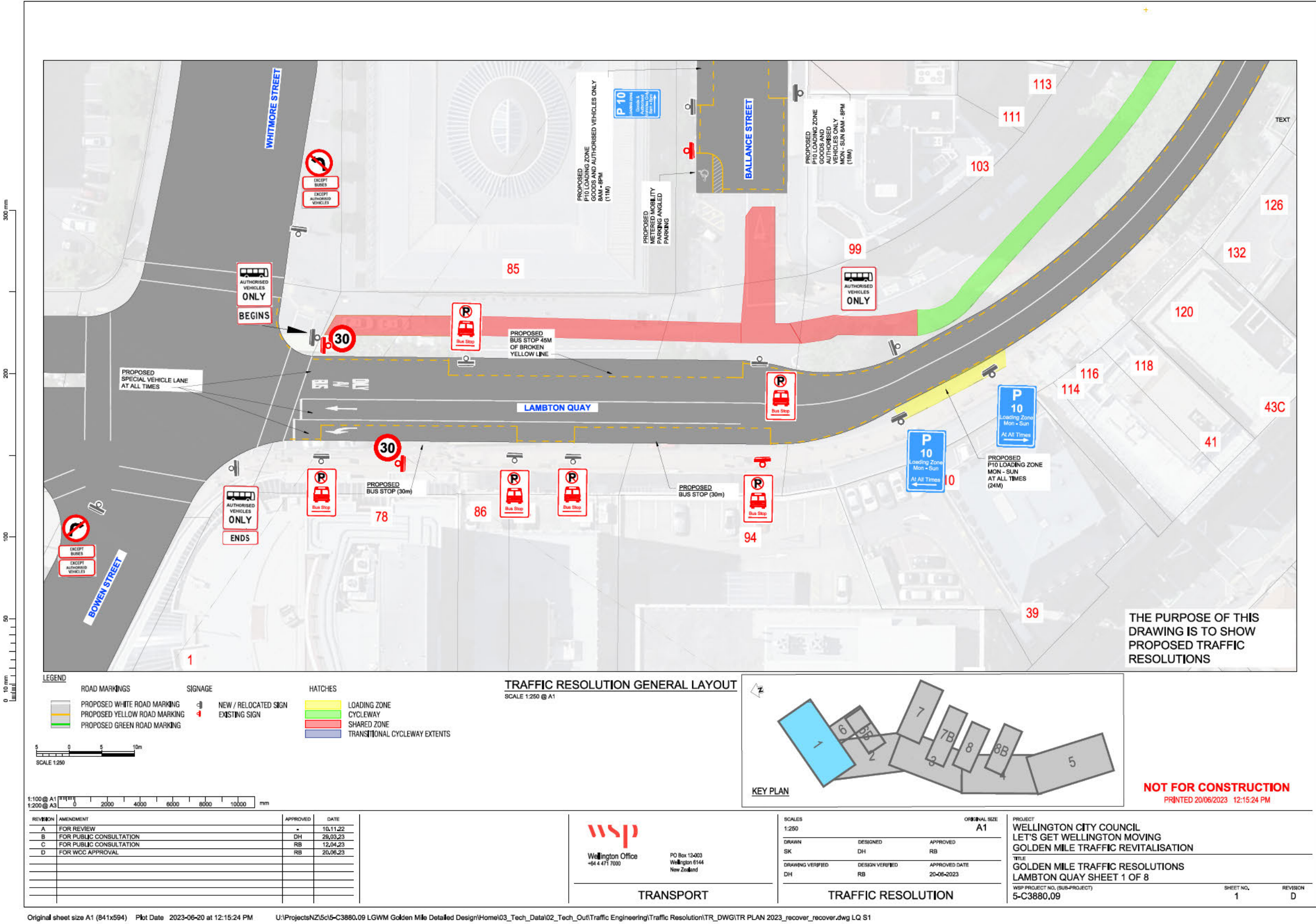
Column One	Column Two	Column Three
		Y=5988842.28m) and extending in a westerly direction for 8.0 metres.
COURTENAY PL- #5A LOOP	Shared zone. At All Times.	From its westernmost intersection with Courtenay Place (Grid coordinates, X= 2659236.52m, Y= 5988813.47 m), and extending in a south-easterly direction for 124.7 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 9.4 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a westerly direction for 9.4 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 96.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a westerly direction for 20.1 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 199.5 metres from its intersection with Taranaki Street (Grid Coordinates X=2658972.45m, Y=5988950.95m) and extending in a south easterly direction for 9.0 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 8.0 metres from its intersection with Tory Street (Grid Coordinates X=2659161.92m, Y=5988842.28m) and extending in a westerly direction for 8.0 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 9.8 metres from its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, Y=5988774.77m) and extending in a north westerly direction for 9.8 metres.
Courtenay Place	Shared Path, At All Times	Eastbound and Westbound, south side, following the kerbline 9.8 metres from its intersection with Cambridge Terrace (Grid Coordinates X=2659357.53m, Y=5988774.77m) and extending in a north westerly direction for 9.8 metres.

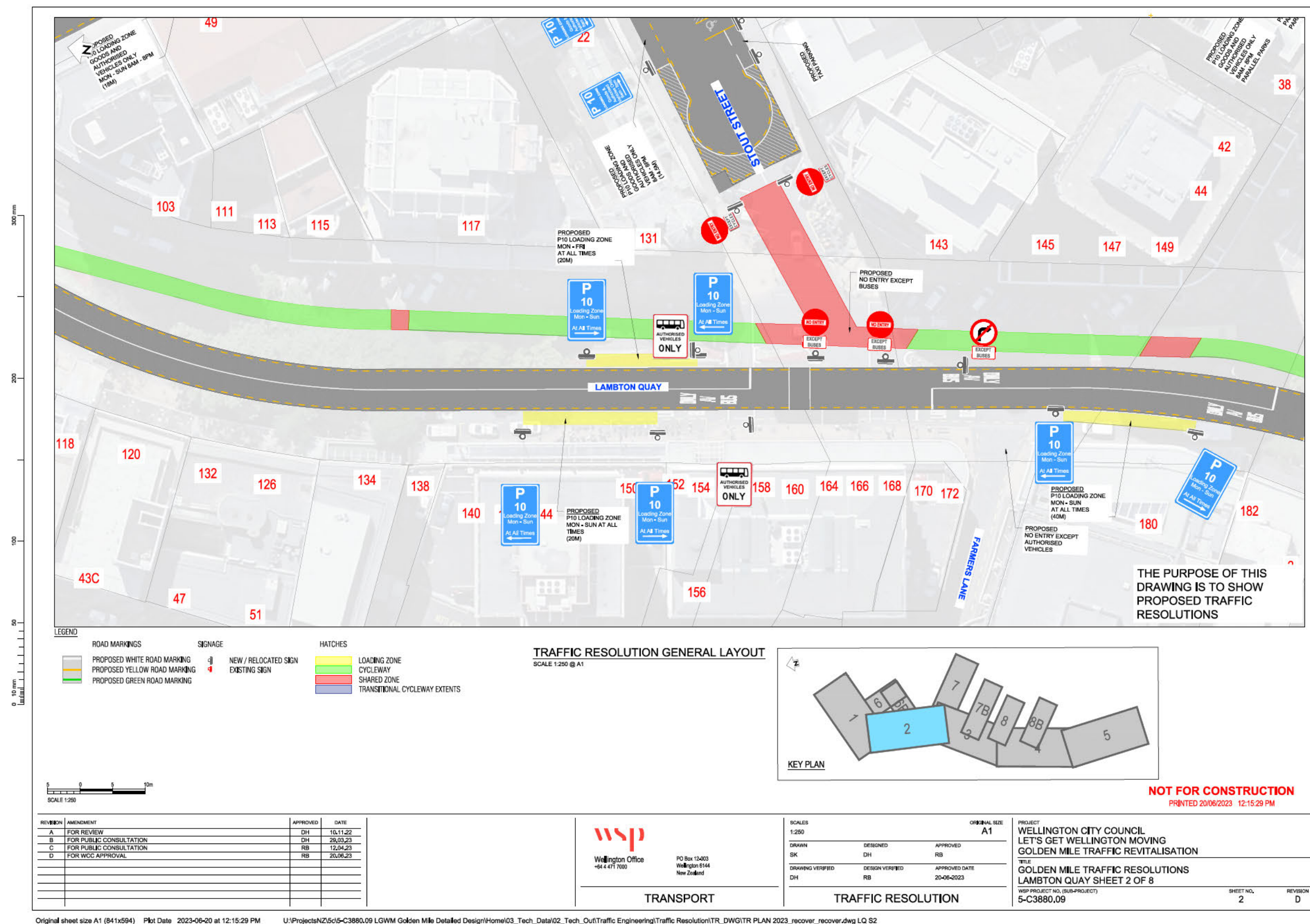
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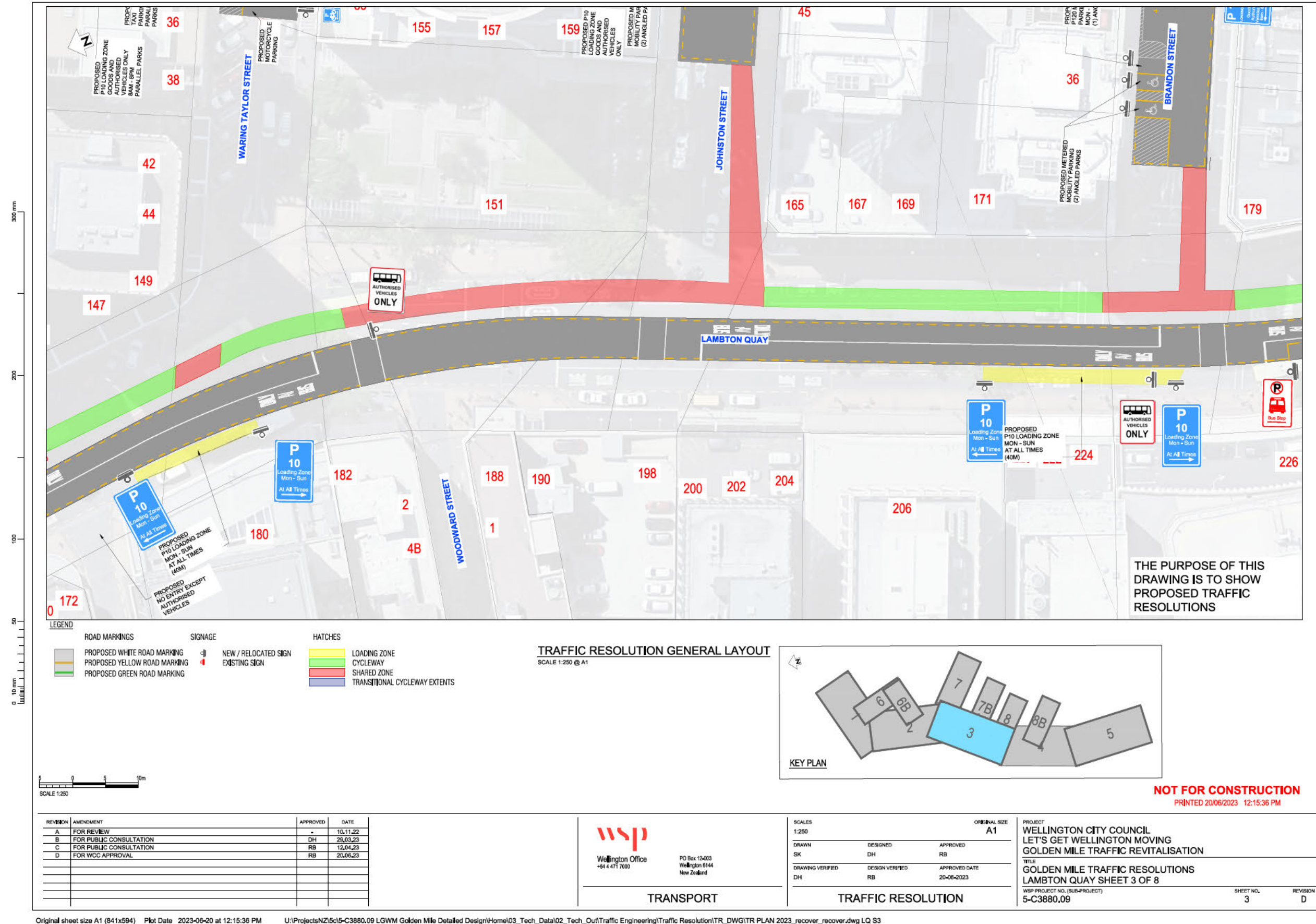
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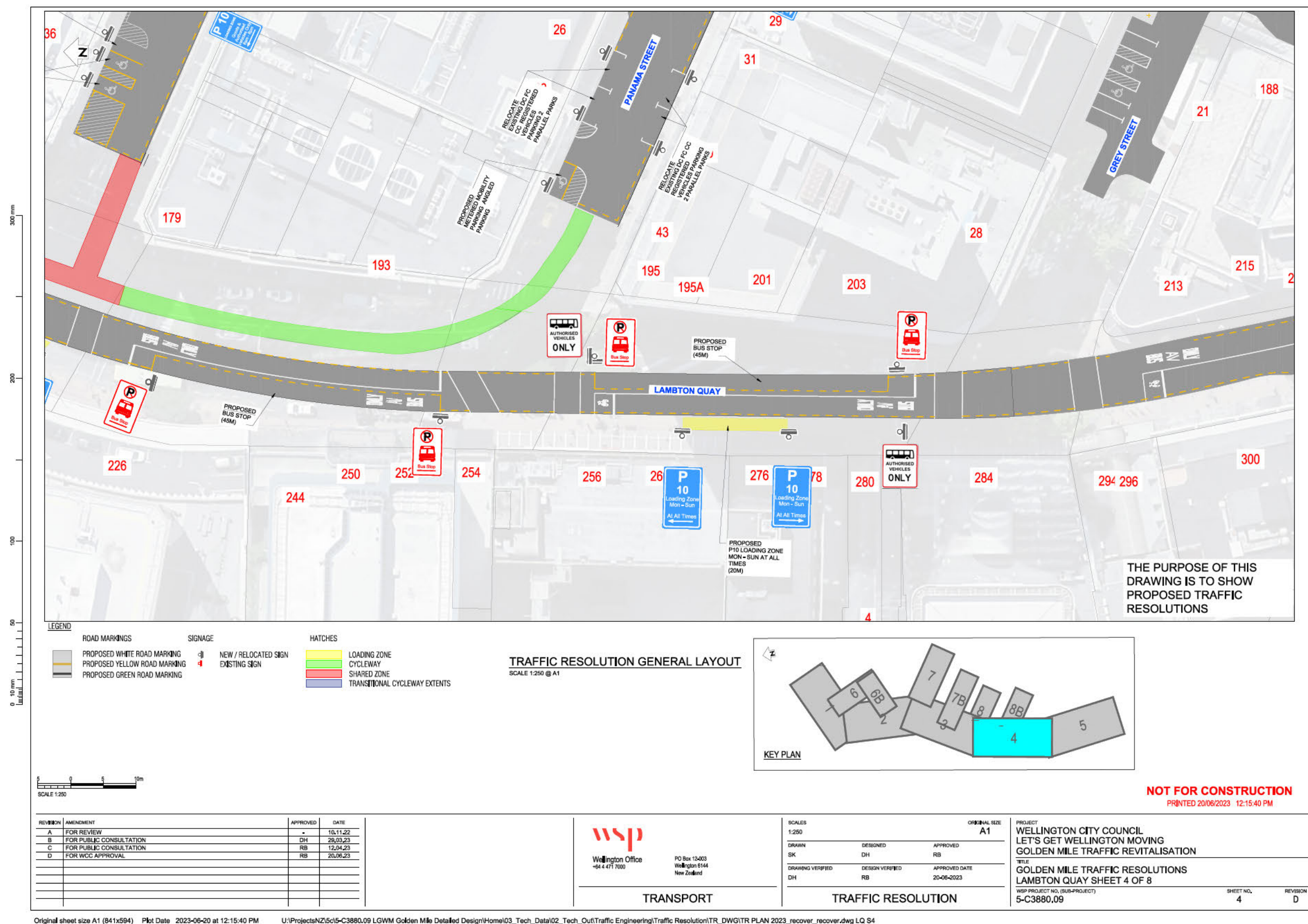


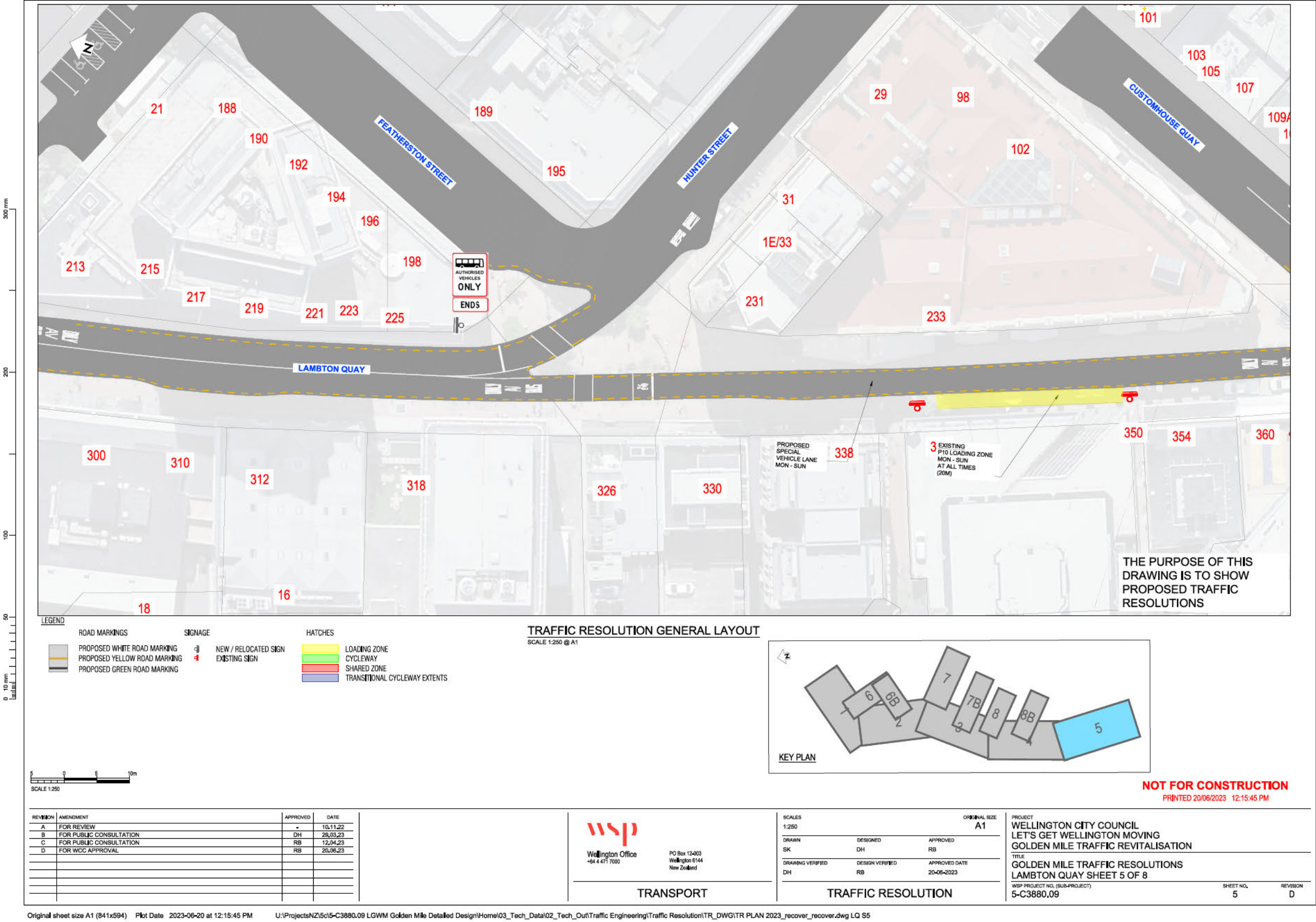
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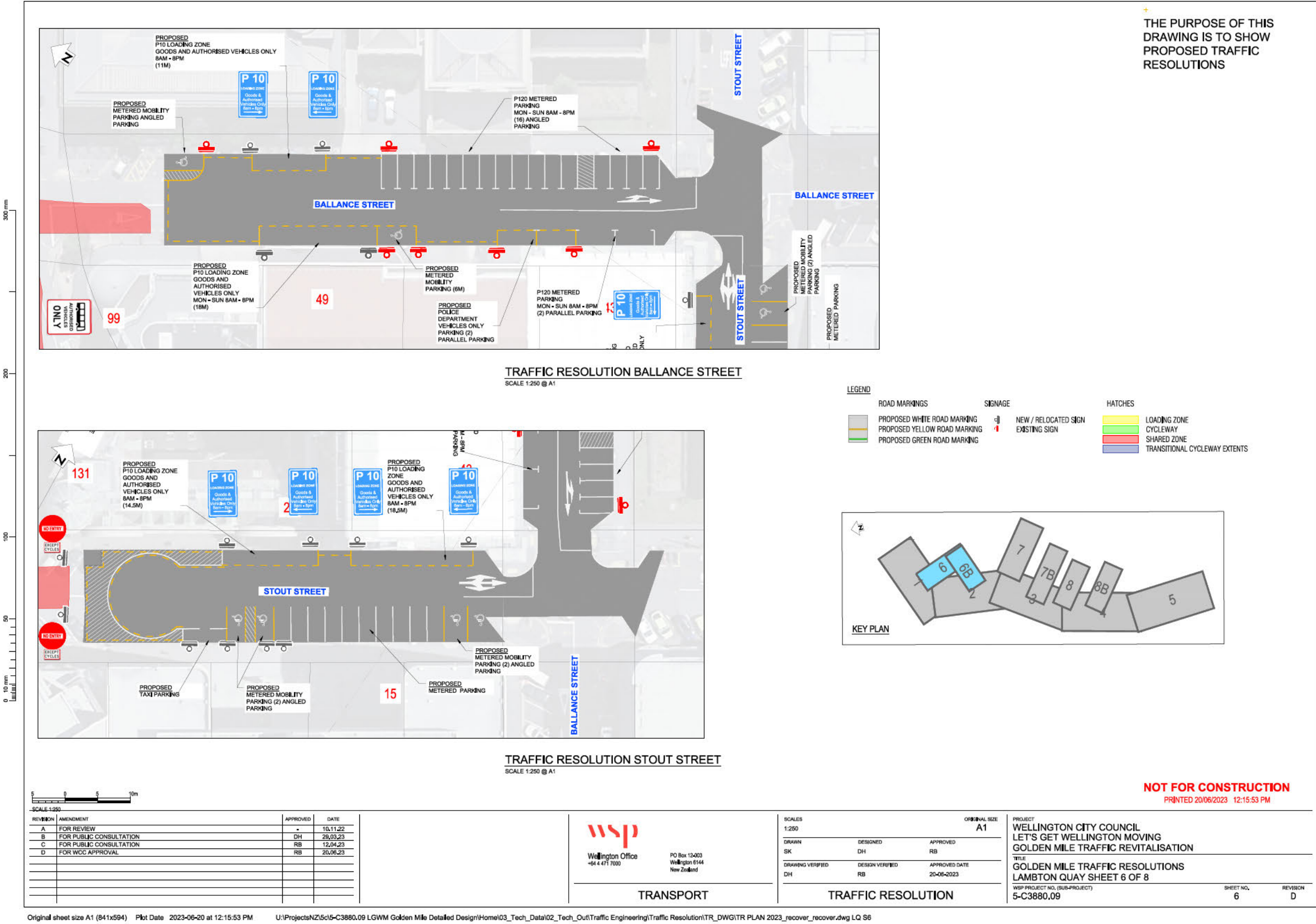


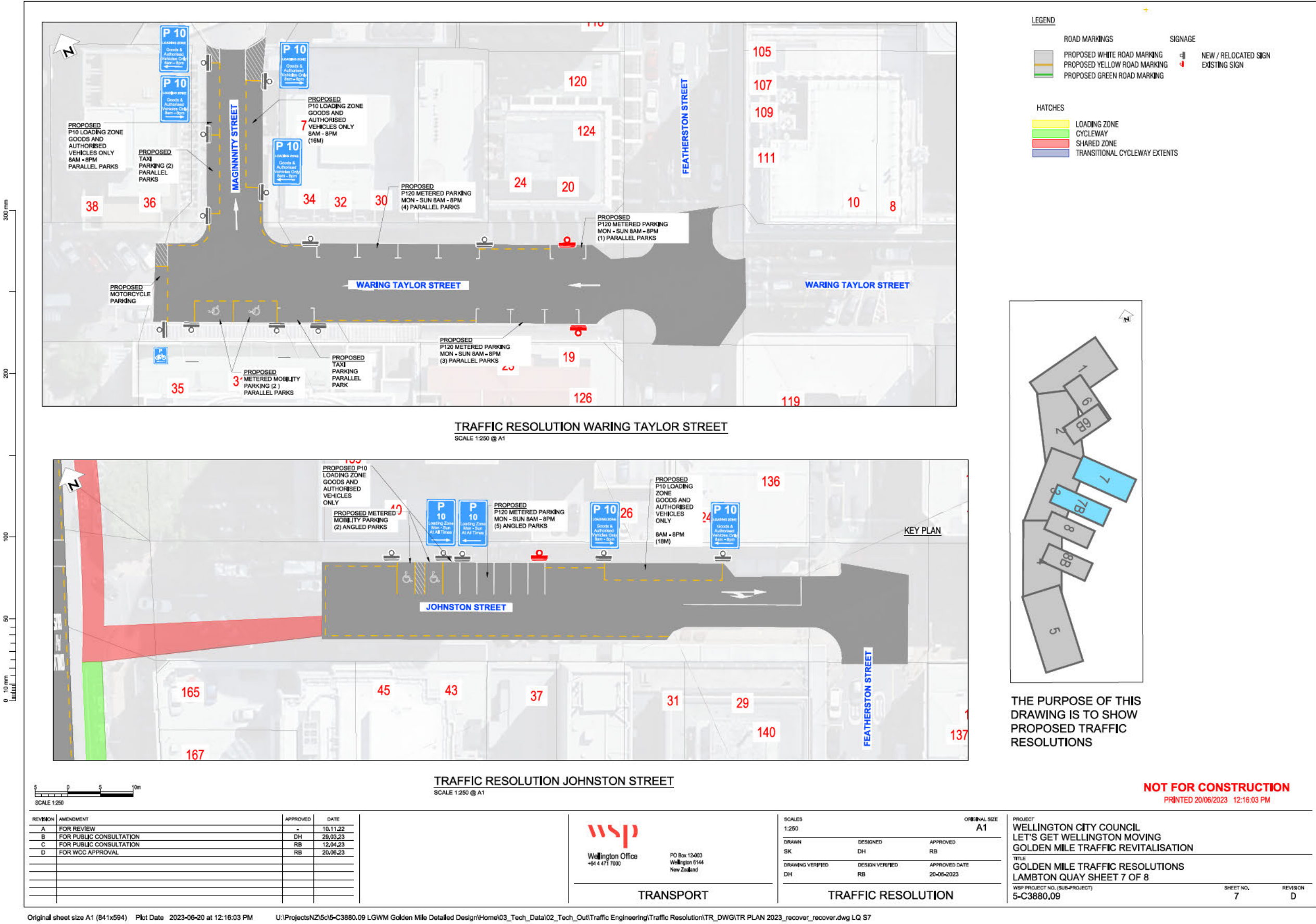




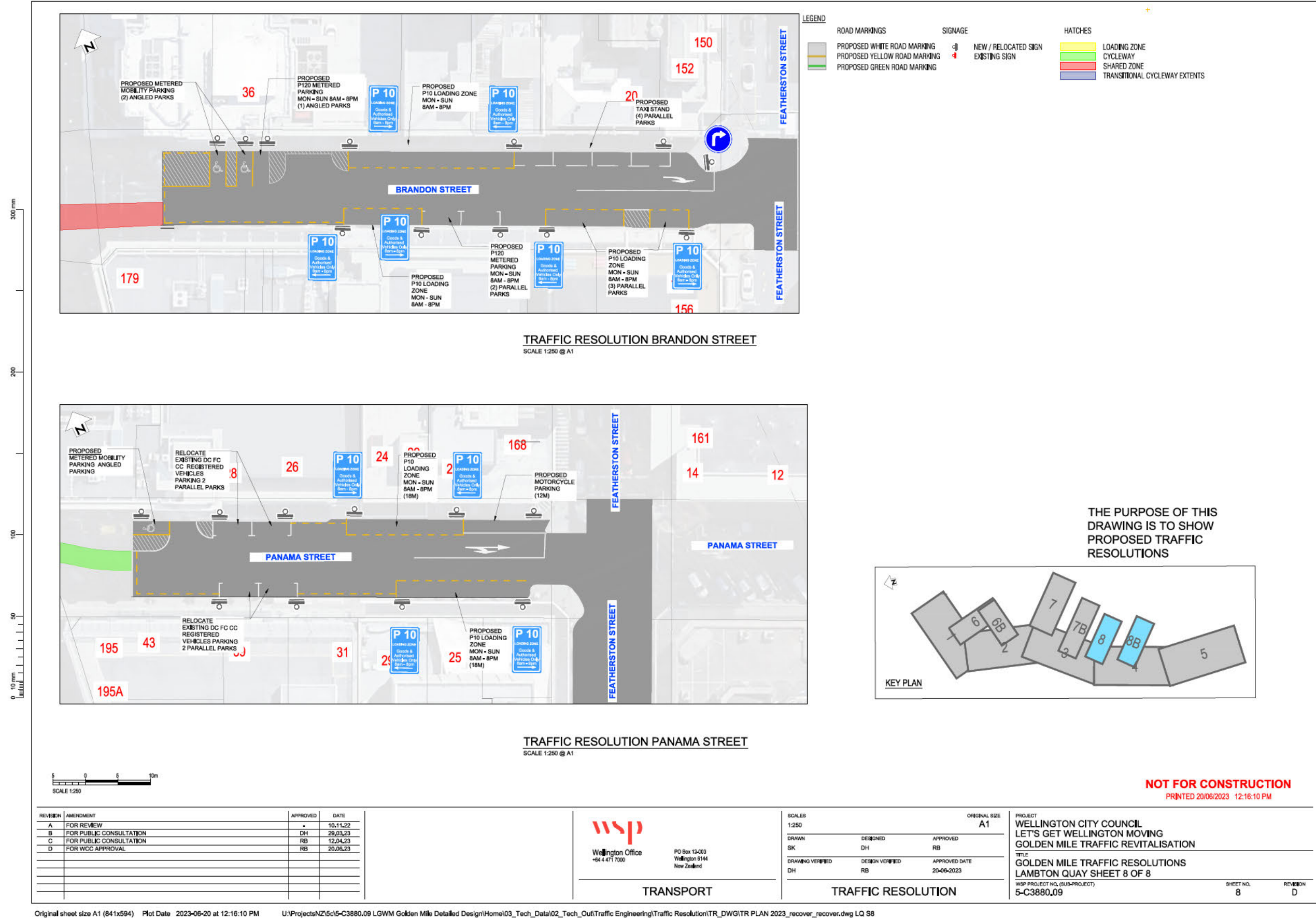


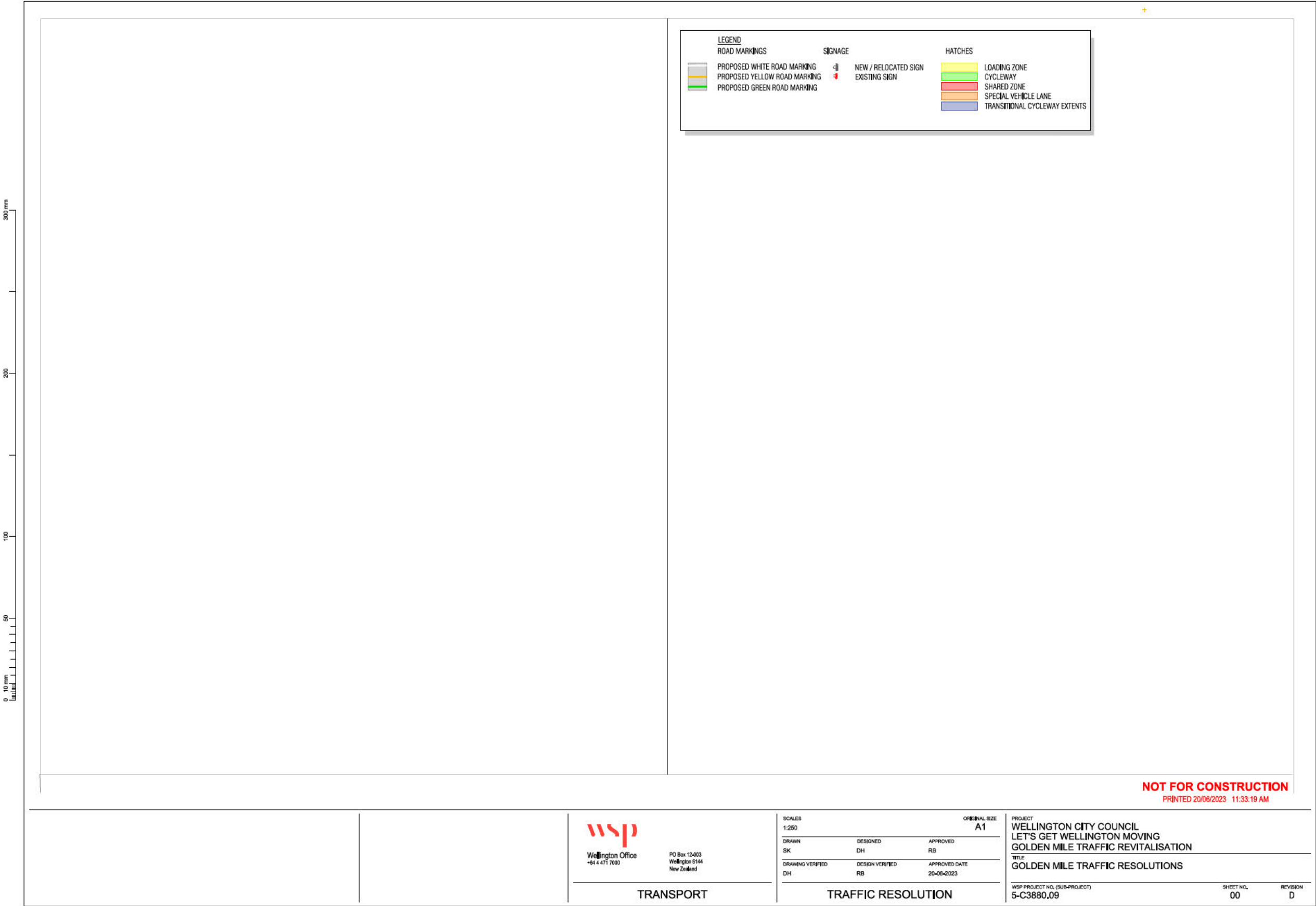




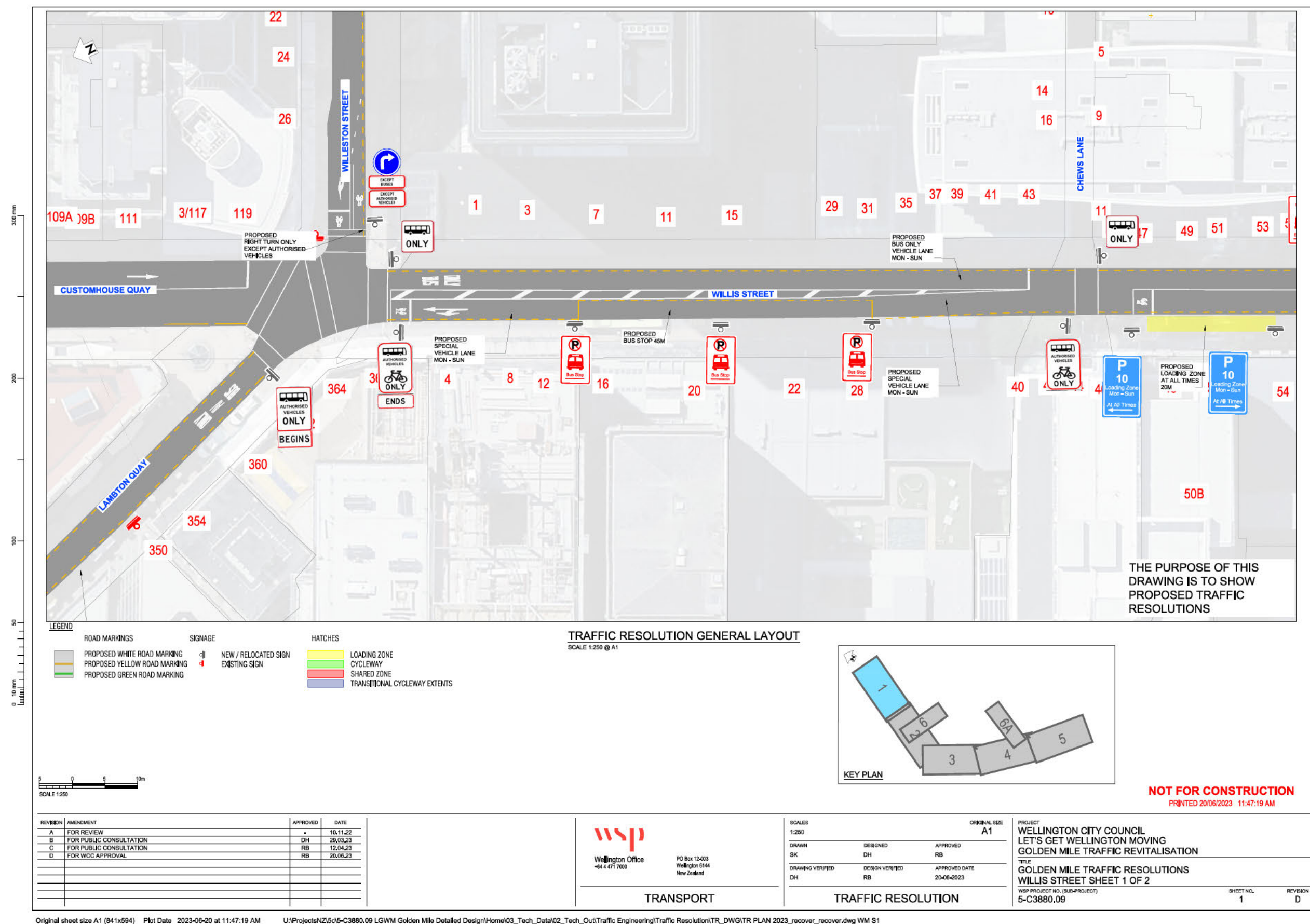


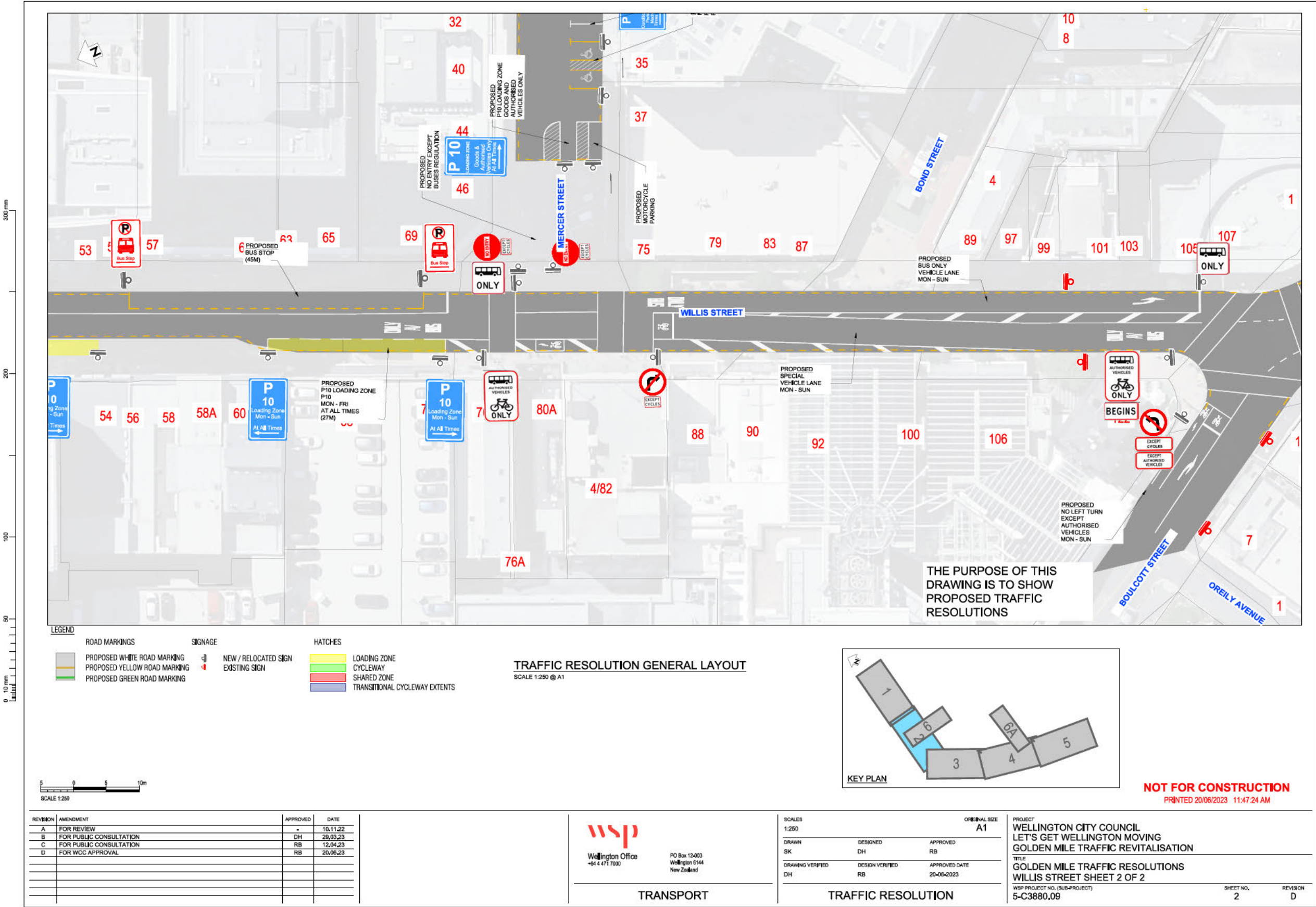
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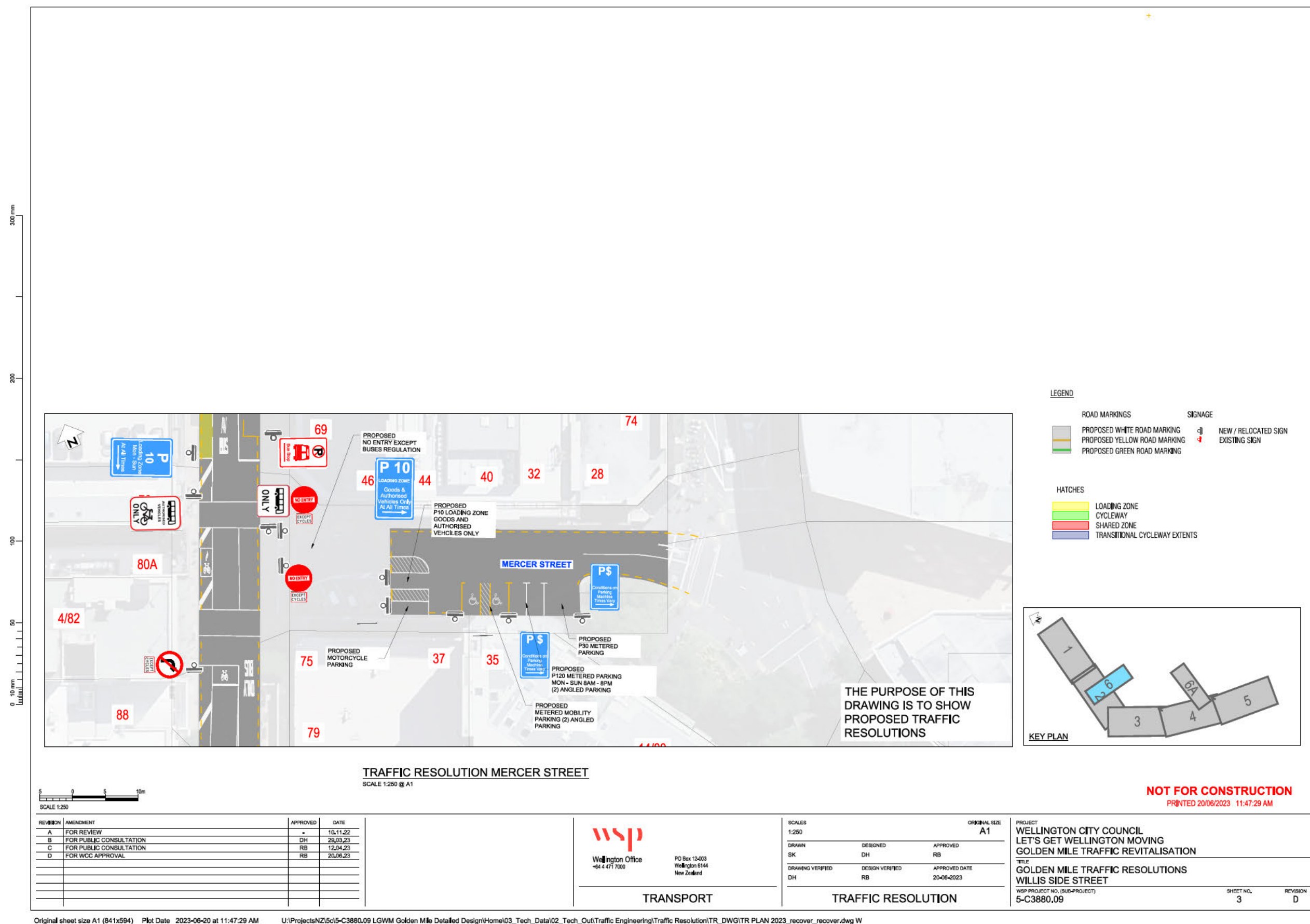


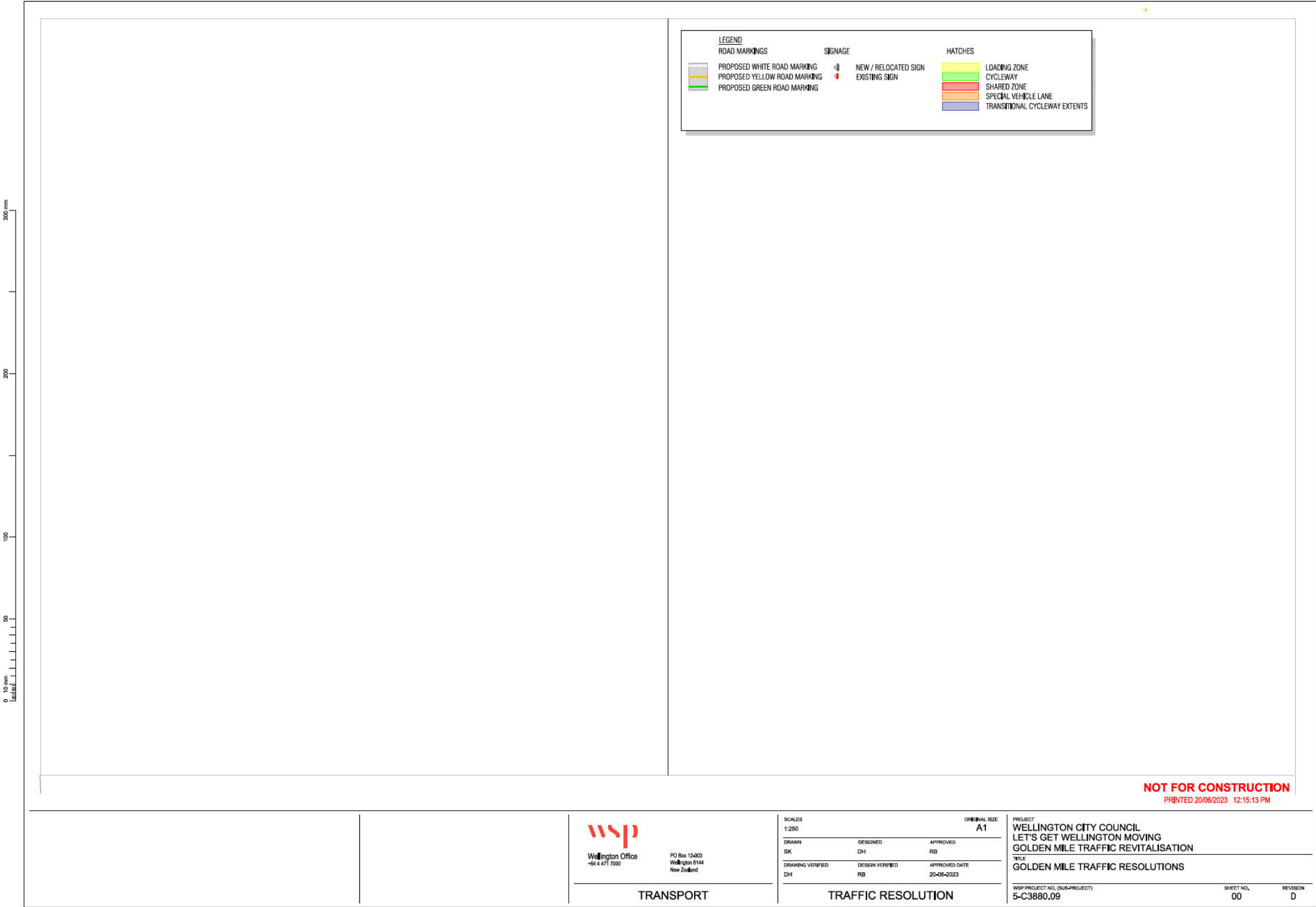
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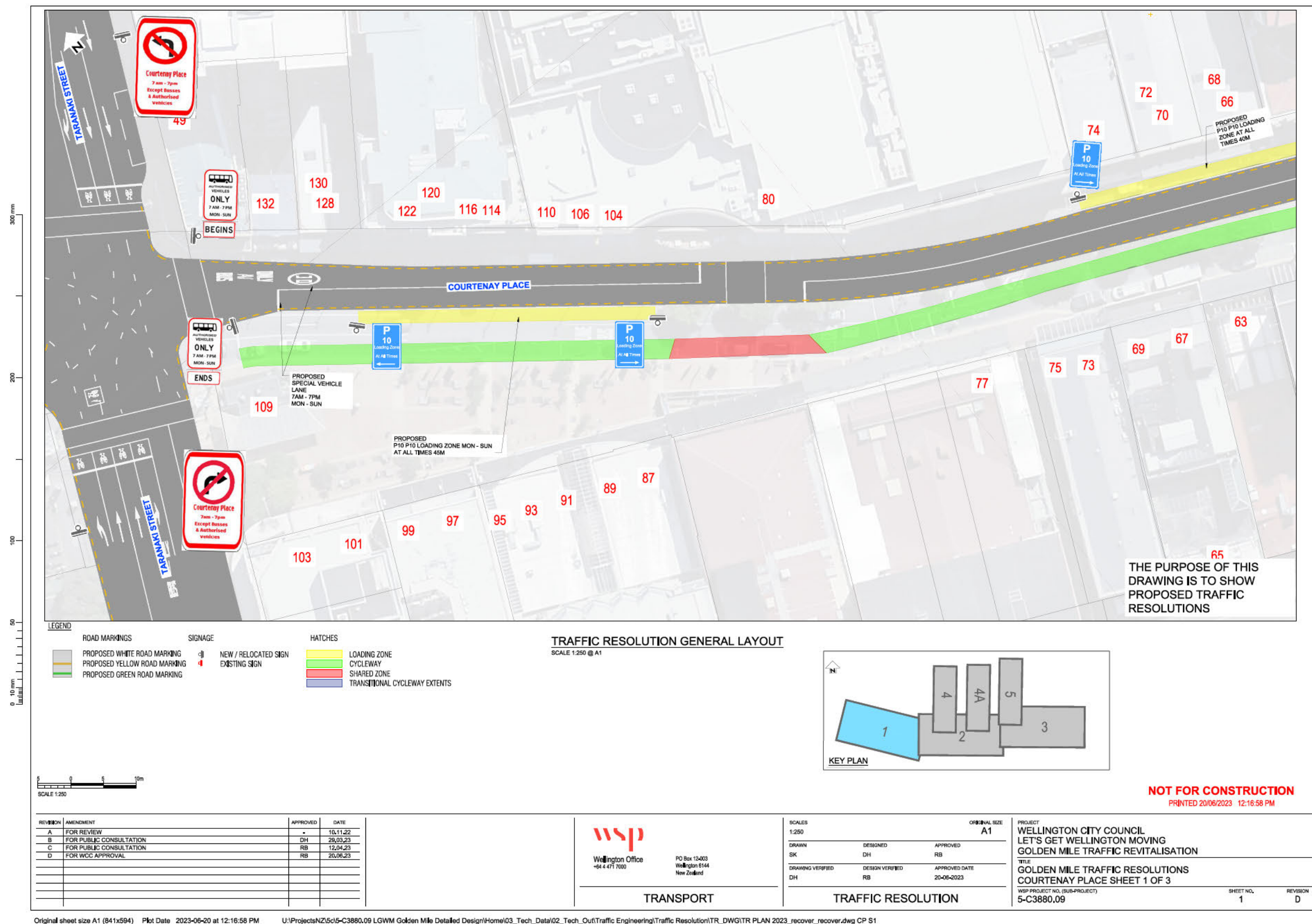


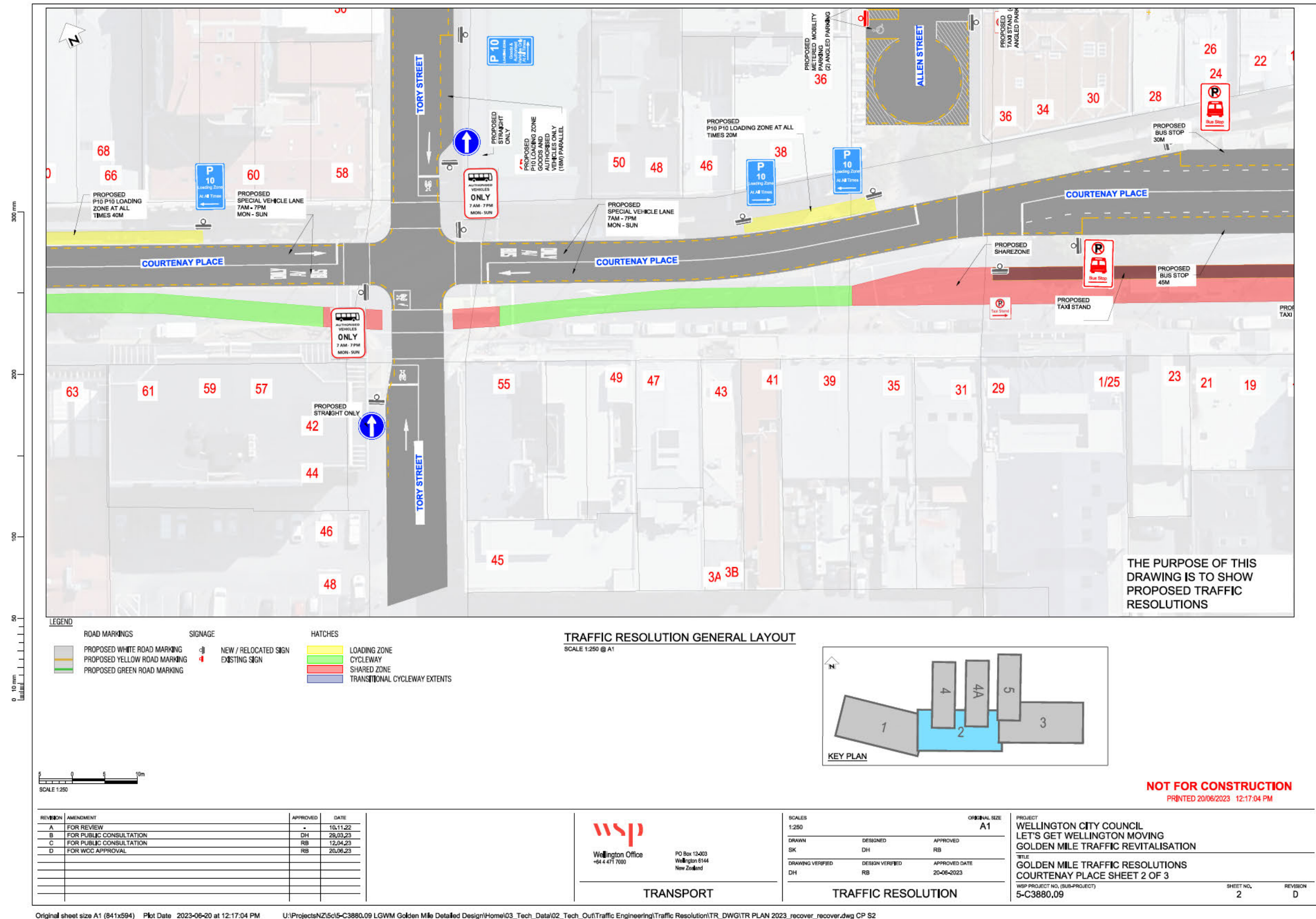
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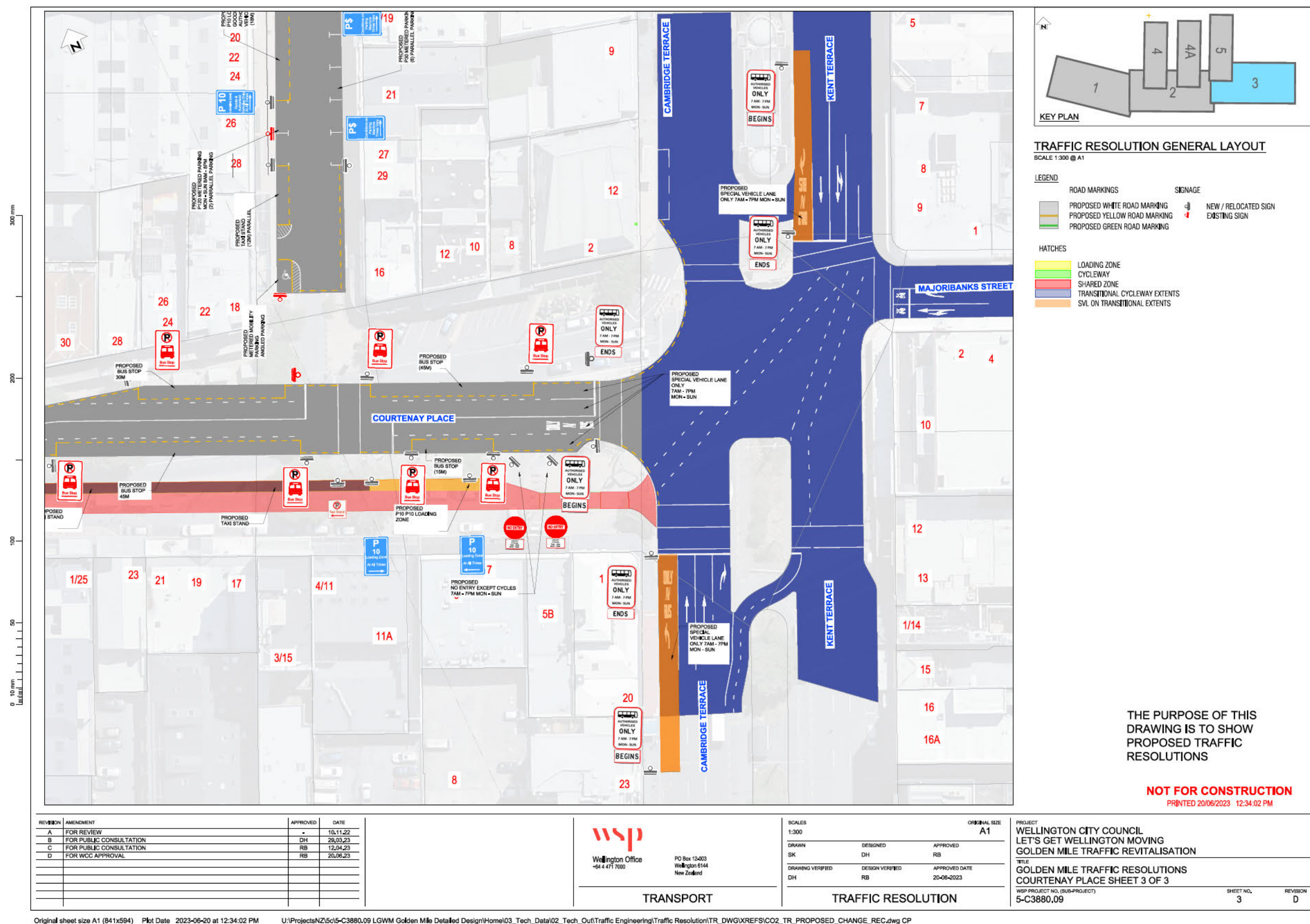




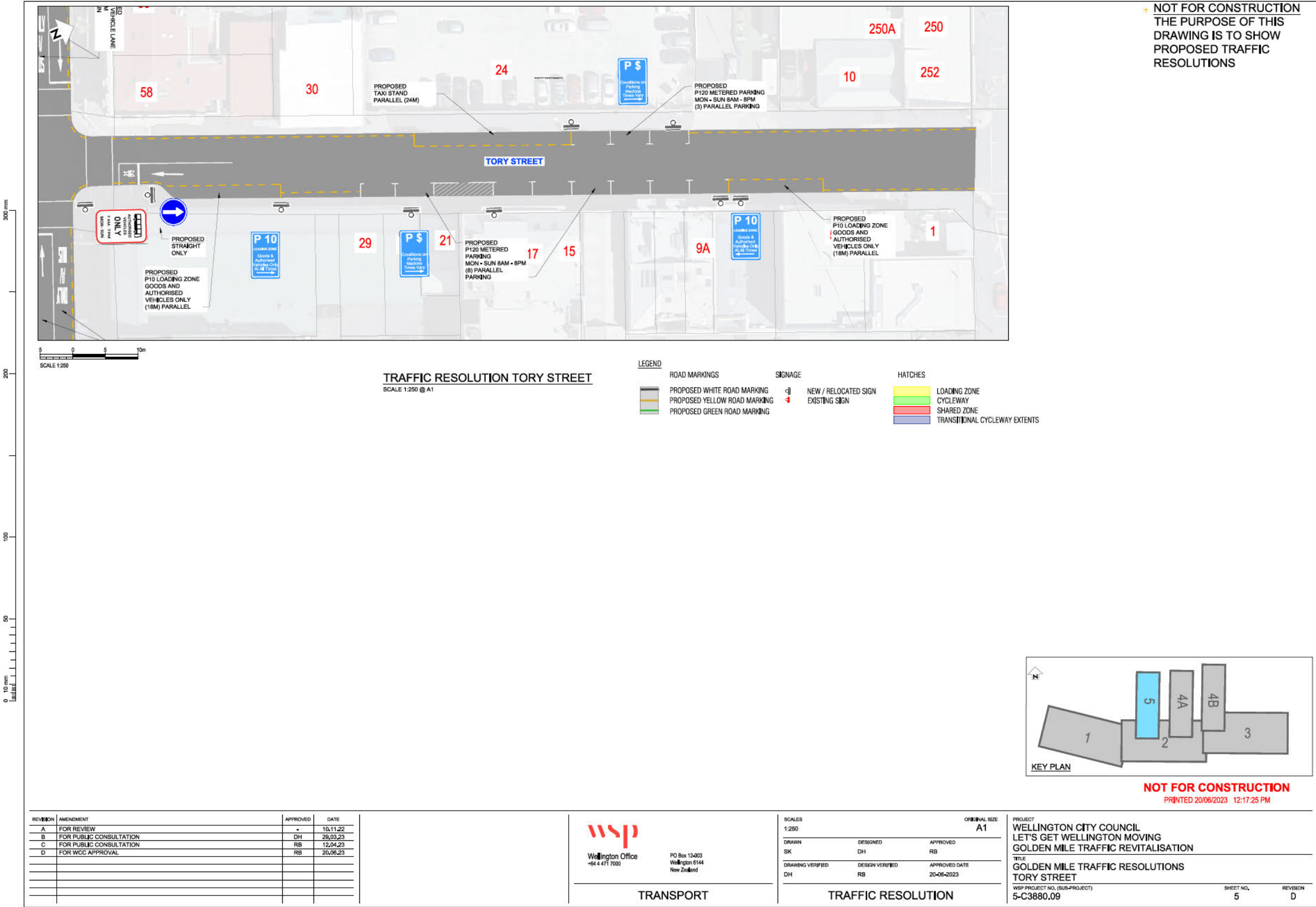
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<p style="text-align: center;">Traffic Resolution implementing an Authorisation System for the Golden Mile Special Vehicle Lanes <i>Section 22AB of the Land Transport Act 1998</i> <i>Clauses 7 and 11 of the Traffic and Parking Bylaw 2021</i></p>	
Reference	<p>TR28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.</p> <p>This Traffic Resolution should be read and considered in conjunction with the Traffic Resolutions which establish Special Vehicle Lanes and make other changes for the following roads on the Golden Mile:</p> <ul style="list-style-type: none"> • (TR22-23-GM1) Lambton Quay corridor from Bowen Street to Willis Street (including side streets) • (TR23-23-GM1) Willis Street corridor - from Lambton Quay to Manners Street (including side streets) • (TR25-23-GM1) Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets)
Context	<p>The Golden Mile is the main retail and commercial strip from the Parliament end of Lambton Quay, along Willis and Manners Streets, to the entertainment hub of Courtenay Place.</p> <p>A Special Vehicle Lane (SVL) is proposed to be established in at least one direction on the roads listed above on the Golden Mile. Each SVL will restrict motor vehicle use except for the following classes of motor vehicles:</p> <ol style="list-style-type: none"> 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (the Council) <p>This Traffic Resolution establishes an Authorisation System for the second class of motor vehicles.</p>
What we'd like to do	<p>We would like to manage access to the Golden Mile to deliver</p> <ul style="list-style-type: none"> • Improved, faster, more reliable bus system • Improved pedestrian safety • Improved pedestrian convenience • Improved street environment <p>To achieve this, we need to limit access to the Special Vehicle Lanes on the Golden Mile to buses and vehicles being used for certain specified purposes. This Traffic Resolution sets out the system to authorise such vehicles to drive on the Golden Mile SVLs for one of those purposes.</p> <p>The Council may in its discretion authorise a motor vehicle being driven for one of the purposes specified in the table below as a motor vehicle that may be driven on a Golden Mile SVL.</p> <p>Authorisations are specific to a vehicle's registration number (number plates).</p> <p>A driver on the Golden Mile SVLs will commit an offence if they are driving an unauthorised vehicle or driving an authorised vehicle not in accordance with the conditions of its authorisation.</p>

A driver may drive an authorised vehicle on the Golden Mile’s Special Vehicle Lanes only in accordance with the authorisation’s conditions. The conditions will specify the times at which a person is authorised to use the SVLs – an authorised vehicle will not have a general right to drive on the Golden Mile Special Vehicle Lanes at any time. Authorised vehicles able to access the Special Vehicle Lane must continue to comply with all applicable Road User Rules and Bylaws. An authorisation will allow a person to drive, and stop in loading zones, on the SVLs on the Golden Mile. An authorisation will not allow a person to park on the SVLs on the Golden Mile.

A person who requires vehicle access to a SVL on the Golden Mile for one of the specified purposes below, and considers that they meet the relevant criteria, may apply to the Council for an authorisation. There is no application fee. This fee setting may be reviewed in the future.

The fact a vehicle has or has in the past obtained an authorisation does not give rise to any expectation of further authorisations.

Authorisation applications will be considered and determined by the Council’s Authorised Officer. The application must contain all necessary information for it to be determined, and additional information may be requested.

The Authorised Officer may include additional conditions (including as to the authorisation’s duration) to the relevant standard authorisation conditions below, if it is deemed necessary by the Authorised Officer.

An Authorised Officer may review any authorisation and revoke that authorisation if justified, for example if incorrect information was provided, or if the vehicle is driven contrary to an authorisation’s conditions.

Authorisations will be limited in duration to reflect their purpose. Some authorisations will be granted on a longer-term basis (for up to 12 months) while others will be for a shorter duration, and specific to the purpose for the authorisation. For example, a person who operates a cash collection business and meets the criteria in the table below may be granted an authorisation for up to 12 months. However, a person authorised to make a specific equipment delivery to a Golden Mile business that would be impracticable if undertaken from the side streets, would only be given an authorisation to access the SVLs on the Golden Mile for as long as the delivery is expected to take.

Most authorisations will allow access for off-peak times (before 7am, between 9am and 4pm, after 6pm), other than authorisations granted for access to a private car park, authorisations to local government enforcement vehicles, and some authorisations granted for special circumstances. If a person requires access for peak times, unless otherwise specified in the relevant category in the table below, they will need to apply for a special circumstance authorisation (as set out in the final row of the table).

Authorisation type – specified vehicle purpose	Criteria to apply for authorisation	Standard conditions	Authorisation
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	Goods or service vehicles	<ul style="list-style-type: none"> • Goods or service vehicles over six meters in length • Contracted to service property, or undertake public works, on or adjacent to the Golden Mile • Where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable 	<ul style="list-style-type: none"> • Access during off-peak times only • Access only allowed for the purpose for which authorisation was granted • Authorisation duration is as specified by WCC • The authorisation does not guarantee access to a loading zone, and does not allow parking.
	Trades Vehicles	<ul style="list-style-type: none"> • Trades Vehicles • Contracted to provide trade services to property, or undertake public works on or adjacent to, the Golden Mile • Where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable 	<ul style="list-style-type: none"> • Access during off-peak times only • Access only allowed for the purpose for which authorisation was granted • Authorisation duration is as specified by WCC • The authorisation does not guarantee access to a loading zone and does not allow parking.
	Access to a private car park	<ul style="list-style-type: none"> • Owner or leaseholder of privately owned car park • Vehicle access to car park only possible by driving on a Special Vehicle Lane in the Golden Mile 	<ul style="list-style-type: none"> • Access available at any time • Access only allowed for the purpose of accessing the carpark for which authorisation was granted • Granted on annual or biannual basis • Only one authorisation per car park may be issued
	Cash collection vehicles	<ul style="list-style-type: none"> • Cash collection vehicles • Contracted to provide cash in transit services 	<ul style="list-style-type: none"> • Access available during off-peak times only

		<p>to businesses on or adjacent to the Golden Mile</p> <ul style="list-style-type: none"> Where not having direct access to the Golden Mile would make providing the service impracticable 	<ul style="list-style-type: none"> Access only allowed for the purpose for which authorisation was granted Granted on annual or biannual basis The authorisation does not guarantee access to a loading zone and does not allow parking.
	Specialist motor vehicles undertaking waste collection, street cleaning	<ul style="list-style-type: none"> Specialist motor vehicle Contracted to undertake waste collection and street cleaning activities on the Golden Mile Where not having direct access to the Golden Mile would make providing the service impracticable 	<ul style="list-style-type: none"> Access available during off-peak times only Access only allowed for the purpose for which authorisation was granted Granted on an annual or biannual basis The authorisation does not guarantee access to a loading zone and does not allow parking
	Local government enforcement vehicles undertaking compliance activities	<ul style="list-style-type: none"> Local government enforcement vehicle Undertaking compliance activity, including towing 	<ul style="list-style-type: none"> Access available at any time Access only allowed for the purpose for which authorisation was granted Granted on an annual or biannual basis The authorisation does not guarantee access to a loading zone and does not allow parking
	Access for holders of mobility parking permits	<ul style="list-style-type: none"> Individuals who hold a mobility parking permit driving, or travelling, in a vehicle that they own or are entitled to use, 	<ul style="list-style-type: none"> Access available during off-peak times only

		<p>or organisations that hold mobility parking permits in their own right</p> <ul style="list-style-type: none"> For individuals who hold a mobility parking permit, where not having direct access to the Golden Mile would make access to services and businesses on the Golden Mile impracticable For organisations that hold a mobility parking permit, where they have customers that require access to services and businesses on the Golden Mile, and not having direct access would make accessing those services and businesses impracticable 	<ul style="list-style-type: none"> Access only allowed for the purpose for which authorisation was granted Granted on an annual or biannual basis The authorisation does not guarantee access to a loading zone and does not allow parking
	Special Circumstances	<ul style="list-style-type: none"> This authorisation may be granted at the absolute discretion of the Council to enable motor vehicles to have direct access to the Golden Mile for specific tasks, including loading and unloading where alternative access is impracticable, or for ongoing tasks on a longer-term basis. This authorisation may also be applied for if a vehicle used for any of the specified purposes in this table requires access during peak times, and peak access is not otherwise provided for 	<ul style="list-style-type: none"> Access available as specified in the authorisation Access only allowed for the purpose for which authorisation was granted Authorisation duration will be as specified by the Council The authorisation does not guarantee access to a loading zone and does not allow parking.

Timeframes for processing applications for authorisations:

	<ul style="list-style-type: none"> Standard authorisation applications will be processed within 5 working days of application Urgent authorisation applications may be applied for, and staff will make best efforts to process these authorisations within 1 working day of application. <p>Unforeseeable and/or exceptional circumstances and enforcement discretion:</p> <ul style="list-style-type: none"> The Council appreciates that there will occasionally be circumstances when a person requires access to the Golden Mile Special Vehicle Lanes using a motor vehicle for unforeseeable and/or exceptional reasons. In these circumstances it might not always be possible for that person to apply for, and be granted, an authorisation in time. Anyone who receives an infringement notice in such circumstances may appeal the infringement notice to Council in the first instance, who will consider whether the unforeseen and/or exceptional circumstances justify waiving the notice. Unresolved or contested disputes can be referred to the District Court for determination. <p>Standard Operating Procedure</p> <ul style="list-style-type: none"> The following Standard Operating Procedure has been developed by the Council to administer this Traffic Resolution's authorisation system. The Chief Executive, or delegate, is authorised as Road Controlling Authority to make changes to the Standard Operating Procedures from time to time. <p>Summary of relevant offence provisions</p> <ul style="list-style-type: none"> A driver who drives, an unauthorised vehicle in a Special Vehicle Lane or contrary to the conditions of their vehicle's authorisation on a Special Vehicle Lane will contravene rule 2.3(1)(f) of the Land Transport (Road User) Rule 2004. The Land Transport (Offences and Penalties) Regulations 1999 prescribe the contravention of rule 2.3(1)(f) as an offence and provides penalties. Under s 40 of the Land Transport Act 1998, a driver contravening rule 2.3(1)(f) commits an offence. The driver would then be subject to an infringement fee of \$150; or alternatively, if convicted the driver is liable to a maximum fine of \$1,000. It is also an offence to park in a Special Vehicle Lane under rule 6.6, with an infringement fee of \$60.
Impact	<p>Analysis of the impacts of the project and a comparison of alternatives is presented in the Golden Mile Business Case. A summary of the main impacts is provided below.</p> <ul style="list-style-type: none"> An improved faster, more reliable bus system Improved pedestrian safety Improved pedestrian convenience Improved street environment <p>Further information about the options considered during the development of the proposed traffic resolutions, the advantages and disadvantages of those options, and the reasons for recommending the proposed traffic resolutions, is set out in the Rationale for Proposed Traffic Resolutions paper.</p>

	<p>Changes to the Golden Mile are expected to:</p> <ul style="list-style-type: none"> • result in between 1 to 2 minutes bus travel time savings for each passenger. This creates opportunities to improve the efficiency and quality of bus services across the city • improve travel time reliability by: <ul style="list-style-type: none"> ○ reducing the time buses need to wait (through improving traffic signal timings and consolidating bus stops), ○ removing private motor vehicles (and associated side friction problems) ○ reducing bus queuing (for example a one-minute reduction in variability on Courtenay Place and Manners Street) • reduce the number of pedestrian crashes on the Golden Mile by 70% over the coming 10 years • reduced access for motorists, who may need to change where they park and the routes they use to access the central city • result in slower peak hour travel times for motor vehicles on Ghuznee Street and Featherston Street • result in net positive economic benefits for retail resulting from the increased footfall within the Golden Mile • requirement for those who wish to access the Golden Mile using motor vehicles to apply for an authorisation <p>Further information about the impacts of the project can be accessed at www.lgwm.nz/goldenmile</p>
Feedback	<p>If you'd like to provide us with specific feedback, fill out an online submission form at FORM LINK which can also be accessed through the www.lgwm.nz/home/have-your-say page.</p> <p>Please note if you're giving feedback, the consultation period opens at 9am 26 April 2023 and finishes at 12am 23 May 2023</p>
Next Steps	<ol style="list-style-type: none"> 1. There will be a four-week process for public consultation 2. The proposal will go to the Council on 29th June 2023. 3. If approved, the changes will be implemented TBC.

APPROVED BY: Bradley Singh



18/04/2023

Manager Transport & Infrastructure, Wellington City Council

2023/24 ANNUAL PLAN ADOPTION

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council recommends the adoption of the 2023/24 Annual Plan, incorporating decisions made at the 31 May 2023 Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☒ Sustainable, natural eco city
- ☒ People friendly, compact, safe and accessible capital city
- ☒ Innovative, inclusive and creative city
- ☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☒ Functioning, resilient and reliable three waters infrastructure
- ☒ Affordable, resilient and safe place to live
- ☒ Safe, resilient and reliable core transport infrastructure network
- ☒ Fit-for-purpose community, creative and cultural spaces
- ☒ Accelerating zero-carbon and waste-free transition
- ☒ Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil ☒ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

2. The 2023/24 Annual Plan contains the budget for the 2023/24 financial year. Commentary on the 2023/24 budget and its adherence to financial policy set through the LTP is included in the body of this report.

Risk

☐ Low ☒ Medium ☐ High ☐ Extreme

3. The adoption of the Annual Plan prior to the start of the relevant financial year is a statutory requirement in the Local Government Act. The Annual Plan attached to the report for adoption meets the statutory requirements of the Local Government Act 2002.

Authors	Matthew Deng, Senior Advisor Amy Brannigan, Advisor Planning and Reporting Kirralee Mahoney, Principal Advisor Financial Planning
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	Raina Kereama, Manager Financial Planning and Policy Baz Kaufman, Manager Strategy and Research Lloyd Jowsey, Team Leader, Planning and Reporting
Authoriser	Andrea Reeves, Chief Financial Officer Stephen McArthur, Chief Strategy & Governance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Te Kaunihera o Pōneke | Council:

- 1) **Receive** the information
- 2) **Note** that the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee considered the results of community engagement, including the issues raised in written and oral submissions, at its meeting of 31 May 2023;
- 3) **Note** that the 2023/24 Annual Plan (attached as Attachment 1) has been prepared based on the decisions and recommendations of the Committee meeting of 31 May 2023;
- 4) **Note** that the addition of IFF capital funding in relation to the Sludge Minimisation project of \$126.2m has largely contributed to a net surplus of \$64.8m, compared to a net deficit of \$69.8m included in the Community Engagement.
- 5) **Agree** that it is financially prudent to forecast a surplus of \$64.8m;
- 6) **Note** that the rates limit set in the Long-Term Plan of \$475m is exceeded in 2023/24;
- 7) **Note** the closing borrowings is forecasted to be \$1.5b in 2023/24 and a debt to revenue ratio of 211 percent including insurance headroom;
- 8) **Note** the Department of Internal Affairs has completed a review of the Draft Annual Plan in relation to affordable waters reform;
- 9) **Adopt** the 2022/23 Annual Plan (Attachment 1) comprising of:
 - a. Part A: Introduction and Summary
 - b. Part B: Our work for the year
 - c. Part C: Financial Information
 - d. Part D: Our Council
 - e. Part E: Online Appendices
- 10) **Note** that following Council's adoption of the 2023/24 Annual Plan, the rates for the 2023/24 year (1 July 2023 to 30 June 2024) are set by Council as required by section 23 of the Local Government (Rating) Act 2002 and, as outlined in the 2023/24 Rates Setting paper in the 29 June Council agenda.
- 11) **Delegate** to the Chief Executive and the Mayor the authority to make any editorial changes that may arise as part of the publication process.

Whakarāpopoto | Executive Summary

4. The Council's 2023/24 Annual Plan is provided for adoption. This follows months of work including:
 - Preparation and workshops with elected members on Annual Plan issues, including capital rephasing and resolving resolution from other committees;
 - The consideration of the fees and user charges in relation to the revenue and financing policy;
 - Community engagement during March/April 2023;
 - Oral hearings in May 2023;

- 31 May 2023 Committee deliberations on community feedback and the proposed 2023/24 Annual Plan budget; and
- Integration of recommendations from Committee deliberations to Council into the final 2023/24 Annual Plan and Budget for adoption on 29 June 2023. The final 2023/24 Annual Plan has an average rates increase of 12.3 percent after growth.

Takenga mai | Background

5. The 2023/24 Annual Plan is the third year of the current 2021-31 LTP and contains the variances from the original LTP as well as the activities and services to be delivered during the year. The Annual Plan development process is to:
 - Support the Long-term Plan in providing integrated decision-making and the coordination of Council resources;
 - Develop an annual budget and its funding; and
 - Obtain community views on any proposed variances from the long-term plan for the relevant financial year.
6. The final Annual Plan for adoption includes recommendations to the Council agreed at the 31 May deliberations meeting of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee i.e., agree to:

Financial and budget recommendations

- Include in the 2023/24 Annual Plan budget cost pressures of \$3m for urgent LED Street lamps urgent repair and, \$5m to cover increases to the living wage;
- Mitigate cost pressures on the budget and rates by applying an across organisation savings of 2% (\$15m) of operating costs while not impacting levels of service. \$13m of the savings will directly mitigate cost pressures on rates, with remainder applied to ring-fenced activities such as waste management and city housing;
- Delay the \$7m of funding for the MOB/CAB demolition to 2024/25, resulting in a budget for the MOB/CAB demolition of \$1m for 2023/24;
- Include vested asset revenue of \$100k per annum from carbon credits allocated by the Government related to our forestry assets;
- Changes to the rates remissions and postponement policies as outlined in the engagement document;
- Officers to report back on options to resolve the Frank Kitts Playground project, including the option to return this area to open public space; and
- Officers to report back on options for minor provision of temporary play equipment at Frank Kitts Park to be made available for the public over Summer 2023/24. Proposals are to be funded within the current budget.

Additional funding requests from the Community

- Recommend funding of \$0.15m (from reprioritising the existing capital programme) for temporary toilets installed on southern end of Ian Galloway Park by the BMX tracks;

- Increase funding by \$1.2m in the 2023/24 Annual Plan (from \$1.2m to 2.4m capex) to complete stage 1 of the proposed Huetepara Park development; and
- Fund through the 2023/2024 Annual Plan \$150,000 from the Shortsville Partnership Fund the independent review into Council's sports field charges and for the results to be considered in the Council's next long-term plan for 2024-2034.

Infrastructure - Wellington Water Limited (WWL)

- Increasing operational funding for Wellington Water Limited (WWL) by \$2.3m for fixing urgent leaks only; and
- The increase in Opex funding committed to Wellington Water Limited (WWL) is conditional on WWL agreeing to a part of the funding being used to undertake a review of its services with the objective of improving its efficiency, identifying potential cost savings, and improving transparency/reporting.

Kōrerorero | Discussion

Overview of the 2023/24 Annual Plan

7. The 2023/24 Annual Plan is the year 3 of the current 2021-32 LTP and carries on key projects and programmes committed to in the LTP. Key projects focus on delivery against the key priorities of the 2021-31 Long-Term Plan:
 - A functioning, resilient and reliable three waters infrastructure;
 - The city's core transport infrastructure is a safe, resilient, reliable network;
 - An accelerating zero-carbon and waste-free transition;
 - Wellington has affordable, resilient and safe housing;
 - The city has resilient and fit-for-purpose community, creative and cultural spaces.
 - Strong partnerships with mana whenua
8. Significant projects commencing or continuing in 2023/24 include:
 - Three waters infrastructure investment, including CBD Wastewater Pump Station and Rising Main Projects and Watermain renewals.
 - Te Matapihi Central Library
 - District Plan
 - Te Ngākau Civic Precinct including Town Hall and National Centre for Music
 - Sludge Minimisation Facility
 - Southern Landfill expansion
 - Let's Get Wellington Moving projects
 - Paneke Pōneke – Bike Network Plan
9. In addition to the specific projects noted above, 2023/24 will also see continued effort across the Council services in the implementation of several ambitious strategies agreed alongside our 2021-31 LTP including:
 - Aho Tini 2030,
 - Te Atakura,
 - Tūpiki Ora Māori Strategy,
 - Children and Young People Strategy,
 - Economic Wellbeing; and the
 - Wellington Region Waste Management and Minimisation Plan (out for public consultation in August 2023 (tentatively date)).

Financial Summary

10. The 2023/24 Annual Plan budget presented for adoption includes forecast operating expenditure of \$817.6m. This is a \$91.4m increase on 2022/23, which primarily relates to increased depreciation, insurance and interest costs due to new assets and asset revaluation, as well as inflation on contracts and other council costs.
11. The 2023/24 Annual Plan budget presented for adoption includes capital expenditure of \$566.1m, including \$126.2m for the sludge minimisation facility. This continues to include significant investment in our water, stormwater, wastewater and transport networks, and multi-year projects to earthquake strengthen Council buildings.
12. As part of producing an Annual Plan, the Council is required to include a disclosure statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014.
13. The purpose of the Annual Plan statement is to disclose the Council's planned financial performance in relation to various benchmarks to enable the assessment of whether the Council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.
14. Signoff on oversight and monitoring activities is a requirement under the affordable waters reform. This means the DIA has a requirement to sign off on all intended and significant decisions made by Council within the establishment period. For the purposes of that requirement, the Annual plan was considered as an intended decision.

Wellington Water Limited funding

15. Since 2021, the Council has provided additional funding (above the 2021-31 LTP budget) to support WWL respond to market pressures, supply chain constraints, and to repair more leaks.
16. An additional \$2.3m of operating expenditure in the 2023/24 budget for Wellington Water has been included since community engagement. This brings the total additional operating funding for WWL to \$4.6m compared to the engagement draft budget increase of \$2.3m.
17. WWL agreed that operational pressures will be managed closely through processes such as joint prioritisation and monthly reporting to Council to ensure budgets are managed efficiently.

Capital programme

18. The 2023/24 budget also includes a \$566.1m capital programme. This includes a continuation of a significant investment in our water, stormwater, wastewater and transport networks, and multi-year projects to earthquake strengthen Council buildings. The \$566.1m of capital expenditure for 2023/24 is an increase in what was included in the 10-Year Plan (\$381.0m). This difference is driven by the rescheduling capital programme exercise completed in December 2022, other Council decisions made during the financial year, and the inclusion of details project costings for the Sludge Minimisation project.
19. Since Community feedback, the following change has been made to the capital programme reflecting the recommendation of the Long-term Plan, Finance, and Performance Committee:
 - a. Bringing forward of \$15m of Capital Funding for WWL from 2023/24 to 2022/23

- b. Increased funding for the completion of stage 1 of the proposed Huetepara Park development of \$1.2m
- c. Addition of Sludge Minimisation facility costs and IFF revenue of \$126.2 m (net nil impact)

Sludge Minimisation

- 20. Since community engagement was completed, the Annual Plan budget has been updated to reflect the detailed breakdown of costs and IFF revenue. The community engagement budget included a small amount of internal capital expenditure, with the significant costs relating to land purchases and contracts being offset by capital revenue.
- 21. The final budget has been updated to reflect the full breakdown of capital expenditure, and capital grants funding, which is treated as operational revenue. This has the impact of increasing both the capital programme costs and operational revenue by \$126.2m.

Annual Plan to be adopted

- 22. The Council's final 2023/24 Annual Plan (Attachment One) is provided with this report for adoption as required by the Local Government Act 2002.

Kōwhiringa | Options

- 23. Options relating to the 2023/24 Annual Plan were presented to the 31 May 2023 Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

- 24. The work programme and variances outlined in the 2023/24 Annual Plan are aligned to Council's strategic objectives. Where decisions are inconsistent with existing policies or strategies that is identified.

Engagement and Consultation

- 25. A draft 2023/24 was the subject of community engagement between 27 March and 30 April 2023. The Long-term Plan, Finance, and Performance Committee considered community feedback as part of deliberations on the draft Annual plan at its meeting of 31 May 2023 meeting.

Implications for Māori

- 26. The Annual Plan will be year 3 of the 2021-31 LTP which commits to a programme of work and funding to increase the level of partnership with mana whenua. This programme of work is directed by our Tūpiki Ora Action Plan (adopted by Council Sept 22)
- 27. Mana whenua and Māori aspirations were at the centre of Tūpiki Ora and remain the guiding pillar for us. We will give effect to these aspirations with the support our partners, Council Controlled Organisations, stakeholders and the wider community.

28. The Council's focus has shifted to implementing the Tūpiki Ora Action Plan and now that there are initiatives in motion we've begun to shape our monitoring and reporting framework so we can measure the impact of our collective efforts

Financial implications

29. These are identified in the body of the report.

Legal considerations

30. The statutory compliance considerations relevant to adoption are identified in this report

Risks and mitigations

31. Risks related to the 2023/24 Annual Plan were reported and considered during deliberations. The key risks relate to the level of uncertainty in the Council's operating environment heading into and during the 2023/24 year. These risks will be monitored and be relevant for decision making for final deliberations on the 2023/24 Annual Plan in June 2023.

Disability and accessibility impact

- 32.

Climate Change impact and considerations

33. Council's investment and contribution to climate change are outlined in the Draft 2023/24 Annual Plan, including an update on Te Atakura

Communications Plan

34. N/A




Health and Safety Impact considered

35. N/A

Ngā mahinga e whai ake nei | Next actions

36. The final 2023/24 Annual Plan once adopted will be published online and in hardcopy. This is required to be completed within one month from the date of adoption.

Attachments

Attachment 1.	Annual Plan 2023-24 Parts A and B ↓ 	Page 317
Attachment 2.	Annual Plan 2023-24 Parts C and D ↓ 	Page 348
Attachment 3.	Annual Plan 2023-24 Part E Online Appendices ↓ 	Page 393

2023/24 Mahere ā-Tau Annual Plan

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About this document

Nau mai, haere mai – Welcome

This Annual Plan is our plan and budget for 1 July 2023 to 30 June 2024 – essentially what we will do, when and how we will pay for it.

We first outlined the projects for this year in our Long-term Plan (LTP) for 2021-31. The 2023/24 Annual Plan represents year three of the LTP. The LTP was consulted on extensively with Wellingtonians in April and May 2021 and received strong community support.

However, we know times change. Therefore, we produce an Annual Plan so we can highlight any changes to the programme for that year because of changed circumstances. These could be budget revisions, new priorities that arise, the rescheduling of projects underway or new work to address issues facing the wellbeing of the city.

The changes to year three of the LTP in this year's Annual Plan are minimal. Despite the cost of living pressures, we have been able to manage our costs to keep budgets as similar as possible to what we first outlined in 2021.

We engaged our community on this Annual Plan in April 2023. The outcome of this engagement is summarised on pg X.

More details on the 2021-31 LTP are available at: wellington.govt.nz/annual-plan

We acknowledge mana whenua

Through the signing of Tā kai Here, we as a council have forged stronger partnerships with our Mana Whenua here in Te Whanganui ā Tara. This partnerships agreement allows for a stronger governance relationship and sets out the principals, values, and priorities for the way in which we work together. The signing of the document took place 182 years to the day that Te Tiriti was signed here in Te Whanganui ā Tara, acknowledging the creation of a new partnership.

Through Tā kai Here, we work in partnership with:

- Taranaki Whānui Ki Te Upoko o Te Ika (Port Nicholson Block Settlement Trust)
- Te Rūnanga o Toa Rangatira
- Te Rūnanganui o Te Āti Awa Ki Te Upoko o Te Ika a Māui

We also have relationships with the Te Aro Pā Trust and the Wellington Tenths Trust. We acknowledge Te Tiriti o Waitangi.

We recognise that Te Tiriti o Waitangi forms the underlying foundation of the Council and mana whenua relationship, and that the Council acts in accordance with Te Tiriti o Waitangi.

Welcome from Mayor and Chief Executive

Thank you for taking the time to read this document and for your interest in Wellington City Council's 2023/24 Annual Plan.

We are in an important period in which our city is undergoing a significant transformation programme – replacing aging infrastructure, preparing for population growth, earthquake-strengthening our buildings, and responding to the climate crisis. At the same time, the Council is facing major financial pressures, including increased inflation, borrowing and insurance costs.

This year's Annual Plan is about striking a difficult balance.

We understand the cost of living is going up for everyone, and our communities and local businesses are still recovering from the impact of COVID-19. We have managed our costs to stay within the budget in our 2021-31 Long-term Plan, while delivering the service and infrastructure upgrades Wellingtonians have told us they wanted.

The budget for the Annual Plan includes a rates increase of 12.3% after growth (the increase in the number of ratepayers) – an average of about \$8.00 per household per week.

We took steps to reduce costs, including deferring decisions about some new additional funding, delaying debt repayments for COVID-related borrowing costs, using some surplus funds from previous years, and increasing some user fees and charges. A further \$14.6 million in organisational savings have been incorporated as part of this budget, on top of \$30 million saved over the past three years.

The 2023/24 Annual Plan is the last one based on our current Long-term Plan. The Council's Long-term Plan is revised every three years and sets our direction for the next 10 years, outlining what it will be investing in, how much it may cost and how this will be funded.

Initial community engagement on the 2024-34 Long-term Plan started in April and will help us set the future priorities for our city.

In the current environment it can be challenging to strike that balance between affordability and the investment that will enable us to keep moving towards an improved, more resilient and vibrant city.

Thank you again to those who took the time to make a submission on the plan and to understand these challenges.

Tory Whanau

Mayor of Wellington

Barbara McKerrow

Wellington City Council

Chief Executive

Te reo heading to come

Part A: Introduction

This section includes an overview of our engagement on the 2023/24 Annual Plan, key changes to the programme since it was outlined in the 2021-31 LTP, an update on our climate change response and mana whenua partnerships, our LTP vision and priorities, and summaries of our capital and operational budgets.

Community feedback on the Annual Plan 2023/24

Engagement activities were carried out from 27 March to 30 April 2023 on our Annual Plan Community Engagement Document. It was centred on an engagement website which outlined what was proposed and encouraged submitters to fill out the submission form online.

The Numbers

3.4k pageviews on Annual Plan website by 2,429 people	351 Annual Plan submissions
	236 via website
1.9k downloads of Annual Plan information	36 oral hearing requests
	85 via Councillor-initiated forms
	30 via hard copy or email

What people said

We asked the community the following questions to gain information about the public's views on the plan, the increase in the amount granted under the Rates remission and Rates postponement policies and the changes to the fees – including new fees being introduced for new services or material changes to current fees.

NOTE: Categories for the analysis of submission data is as follows:

- **Support** – comment/submitter was in favour of the plan as proposed. Positive in tone.
- **Mixed** – where the comment is supportive of the plan but with caveats.
- **Neutral** – this is often where a general comment was made about the category but it wasn't possible to determine support for the plan or not.
- **Don't support** – comment/submitter did not support the plan at all. Negative in tone

Question	Support	Mixed	Neutral	Do not support
Do you have any overall feedback on our 2023/24 Annual Plan?	39	51	9	91
Do you support these Rates remission and Rates postponement policies policy changes?	138	N/A	49	44
Do you have any feedback on the proposed material fee increases?	24	19	9	29
Do you have any feedback on the proposed new fees?	32	24	6	27
Do you have any additional feedback on the proposed fee changes?	17	26	10	55

The feedback was split between support/mixed (47%) and those opposed to the plan (48%). However, the negative views were more direct, with those supporting the plan often having a caveat attached. For example:

- “I support rates increases if it is for good infrastructure development.”
- “I support it but there should be greater action on climate change.”

Themes of the overall feedback ranged from high cost of living and reducing services and costs, to increasing climate change and infrastructure investment and maintaining access to services.

There also mixed feedback on proposed fees changes. Feedback received ranged from not increasing fees above inflation to increasing commercial fees (consents, parking) but not community ones (swimming lessons, sportsfields/centres).

There was support on the Rates remission and Rates postponement policies policy changes.

The full analysis of the Annual Plan submissions is available on the Council website:

<https://wellington.govt.nz/your-council/meetings/committees/long-term-plan-finance-and-performance-committee/2023/05/31>

During the community engagement period, we received a number of significant funding request to be considered for the 2023/24, including Ian Galloway Park masterplan, public toilets at BMX track and Huetepara Park construction.

Impact of the engagement

The Annual Plan engagement received four specific funding requests through submissions.

1. **Ian Galloway Park master plan and public toilets:** a request for \$150k to install temporary toilets at the southern end of Ian Galloway Park to service the BMX track, skate and dog park users until the outcome of the masterplan is known and a permanent location is implemented.
 - a. This was agreed to and funded through the reprioritisation of the existing capital programme.
2. **Huetepara Park:** wanted a signal of continued support of the project in this financial year through the funding of the ramp and viewing platform for Huetepara Park at the site at Lyall Bay. Submitter costed out at \$1.3m.
 - a. Council costed out this project at \$4.03m. The Council agreed to increase the \$1.2m in the Annual Plan by an additional \$1.2m so that stage 1 of the project can be completed.
3. **Cancer Society:** a request for increased shade in play areas around the city.
 - a. The Council noted that shade would be installed in community playgrounds as appropriate and it would directly engage with the Cancer Society on this.
4. **South coast cycleway safety changes:** a request to bring forward work on cycling improvements from Lyall Bay to Houghton Bay on the south coast. Also for there to be a speed limit reduction to 30km/r.
 - a. Part of the route has been reduced to 30km/hr in Lyall Bay. However, the cycleway on the south coast is part of the bike network with areas being completed according to priority. The route is a low priority for completion being prioritised as 13 out of the 14 areas.

- b. However, when work such as resealing of roads or footpath improvements are scheduled, opportunities to 'build back better' and improve outcomes for cyclists will be considered and actioned where justified.

There were also a variety of questions on the plan that will be answered in the report back to the submitters and on the Council website. These questions ranged from feedback on disability access and community services funding to how Council's building upgrade programme worked and engagement with the business community.

Operating environment: Key changes and influences

While we plan to continue to deliver on the programme of work set out in the 2021-31 Long-Term Plan, there are areas where some changes have been made.

There are also several external and internal factors we need to consider when setting this plan. For example, inflation, climate change and our organisation's key strategies.

What has changed since the 2021-31 Long-term Plan?

Capital programme

We have had to reschedule parts of our ten-year capital programme in response to market and supplier constraints. This has involved shifting the timing of some projects back to give time for delivery capacity to be increased. For example, the timeline for some parts of the bike network have been extended such the Evans Bay cycleway and Kilbirnie Corridor.

We have also delayed some facilities-related projects such as the demolition of the Municipal Office Building and Civic Administration Building at Te Ngākau Civic Square. We have also included the detailed costs and matching Infrastructure Funding and Finance Act capital funding relating to the Sludge Minimisation project.

Operational budget

Since 2021, the Council has provided additional funding (above the 2021-31 LTP budget) to support Wellington Water Ltd (WWL) to respond to market pressures, supply chain constraints, and to repair more leaks. The 2023/24 Annual Plan also includes an additional \$4.6m operating expenditure in the 2023/24 budget, including \$2.3m for leak repairs only.

The following additional cost pressures and adjustments have also been incorporated into the 2023/24 Annual Plan budget as they are adjustments to existing items or items that are required for the Council to operate:

- a. LED Street lamps urgent repair: \$3m
- b. Employee costs (increase to living wage): \$5m
- c. Greater Wellington Regional Council bulk water purchase: \$5m
- d. Insurance premium increase: \$5m
- e. Other operating costs (WWL, software licenses etc): \$1m
- f. Climate Emergency Response Fund Revenue – Climate Change Response: \$(0.4m)
- g. Climate Emergency Response Fund Revenue – Cycleways Programme: \$(5m)
- h. Other adjustments: \$(5m)

What's influencing this Annual Plan

Operating environment

While the Council's operating environment for this Annual Plan has settled following the high level of disruption experienced during Covid-19, there continues to be financial challenges.

Inflation and interest rates are significantly higher than expected when our 2021-31 Long-term Plan was prepared. This is increasing the cost of Council services and we are having to manage these

pressures while maintaining levels of service, delivering city development projects and producing an annual budget.

There are also construction market pressure and constraints impacting our ability to deliver our capital programme. This has caused us to re-phase work as outlined above.

Climate Change Response

In June 2019 the Council declared a climate and ecological emergency, and adopted the climate change strategy *Te Atakura – First to Zero*.

In the context of the flooding events in Auckland, and the devastating impact of Cyclone Gabrielle, our work this year on the 2021-31 Long-Term Plan priority of “An accelerating zero-carbon and waste-free transition” is key to ensuring our city is fit for the future.

This priority area is delivered through many of the projects and workstreams highlighted in this Annual Plan. For example:

- start implementation of the Climate Adaptation Community Engagement Roadmap, funded this year through the DIA’s Better Off Fund.
- public engagement on adaptation planning for high-risk communities will begin in 2024, once we have better understand of the policy from central government.
- ongoing investments in stormwater systems and maintenance of seawalls.
- significantly increase public transport capacity and improve active transport infrastructure through programmes like Let’s Get Wellington Moving and Paneke Pōneke Cycleways.
- continue the EV chargers project – the Charged Up Capital.
- ongoing support to shift to zero-carbon lifestyles and business models, through education and practical support, enhanced this year with funding from the DIA’s Better Off Fund and through Let’s Get Wellington Moving.
- we have already achieved a significant reduction in emissions from the landfill. This has reduced Council emissions by about a third. This year we plan to put in place a new Council Emissions Reduction Plan based on our recently revamped greenhouse gas inventory, which includes our project to electrify our vehicle fleet, and reduce emissions from our buildings and suppliers.

Partnership with mana whenua

In 2021, a priority of the Long-Term Plan was to strengthen mana whenua and Māori relationships, this provided \$29 million over the next 10 years for Māori Strategic Outcomes. Council then created Mataaho Aronui, a Strategic Māori Outcomes unit to drive the new strategic direction focusing on:

- Māori Partnerships
- Māori Strategy
- Māori Success

Tūpiki Ora Māori Strategy

To ensure mana whenua and Māori would lead the direction of the change, we co-facilitated hui with mana whenua to ask for their aspirations for the future.

These aspirations shaped the development of Tūpiki Ora Māori Strategy (Tūpiki Ora). We are now focused on developing the action plan for Tūpiki Ora, to create activities and initiatives across the Council and Council-controlled Originations that will deliver on achieving the vision and priorities of mana whenua and Māori.

Tākai Here Partnership Agreement

In April we embarked on a new partnership journey with Te Rangapū Ahikāroa, a new body of mana whenua partners representing Te Āti Awa, Taranaki Whānui and Ngāti Toa Rangatira. The signing of this new partnership agreement sets a new direction for our partnership with mana whenua. This agreement speaks to the accountability of each partner ensuring that they meet their responsibilities, uphold the shared values, and keep the partnership strong and moving forward, together.

Our Vision

Our vision for Wellington 2040 is: **An inclusive, sustainable and creative capital for people to live, work and play.**

The following outcomes and priorities were consulted and agreed as part of the 2021-31 LTP process.

Community Outcomes - environmental, social, cultural and economic			
<p><i>A sustainable, natural Eco city</i> (Environmental wellbeing)</p> <p>A city where the natural environment is being preserved, biodiversity improved, natural resources are used sustainably, and the city is adapting to climate change – for now and future generations</p>	<p><i>A people friendly, compact, safe and accessible capital city</i> (Social wellbeing)</p> <p>An inclusive, liveable and resilient city where people and communities can learn, are connected, well housed, safe and healthy</p>	<p><i>An innovative, inclusive and creative city</i> (Cultural wellbeing)</p> <p>Wellington is a vibrant, creative city with the energy and opportunity to connect, collaborate, explore identities and openly express, preserve and enjoy arts, culture and heritage.</p>	<p><i>A dynamic and sustainable economy</i> (Economic wellbeing)</p> <p>The city is attracting and developing creative talent to enterprises across the city, creating jobs through innovation and growth while working towards a sustainable future.</p>

Alongside these we have six priorities, where we are focusing our work and investment.

Priority Objectives
A functioning, resilient and reliable three waters infrastructure - with improving harbour and waterway quality and, reducing water usage and waste
Wellington is an affordable, resilient and safe place to live - with an accessible, connected, and compact city
The city's core transport infrastructure is a safe, resilient, reliable network - that supports active transport choices, and an efficient, productive and sustainable economy
The city has resilient and fit-for-purpose community, creative and cultural spaces – including libraries, museums and community halls, where people connect, develop and express their arts, culture and heritage
An accelerating zero-carbon and waste-free transition - with communities and the city economy adapting to climate change, development of low carbon infrastructure and buildings, and increased waste minimisation.
Strong partnerships with mana whenua - weaving Te Reo and Te Ao Māori into the social, environmental and economic development of our city and, restore the city's connection with Papatūānuku

Your money at work

This section explains our budget, how it works and outlines the impact on your rates and the Council's debt for the year.

Where does the Council's money come from?

The Council has two budgets – operating and capital – that together support our services and the delivery of development projects to improve the city.

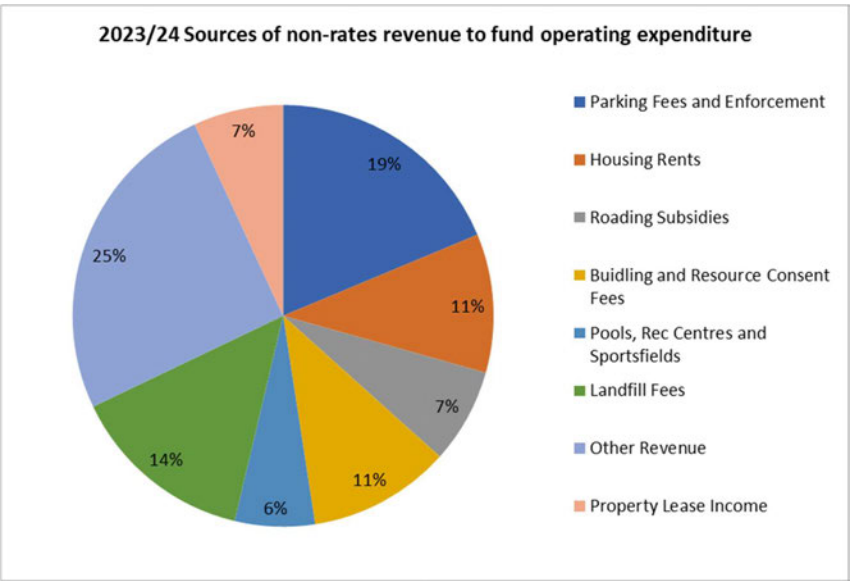
The money for operating expenses comes mainly from rates, fees and charges from the users of a service, or revenue from investment income (for example, ground lease income and any Wellington International Airport dividend). Rates are made up of general rates, which everyone pays, and targeted rates, which are paid by those who use a specific service. This year rates are expected to fund 58.7% of our operating budget.

Debt funds most of our capital projects and expenses – our development projects and renewing and upgrading our assets and infrastructure. We borrow for these expenses as they are often quite large. It also means we can spread the cost of paying for the projects over time through the repayment of the debt and ensure the community assets remain fit for purpose through funding depreciation.

Waka Kotahi NZ Transport Agency also provides funding for parts the transport network, such as cycleways.

For the Sludge Minimisation project, we have accessed Infrastructure Funding and Finance funding, which in 2023/24 is budgeted at \$126.2m.

For some projects, for example a new housing development, the Council will provide roading or water pipes as a contribution to the development. We recover some of these costs by requiring the developer to reimburse the Council. These are development contributions.



What this plan means for me

What are rates for, and why are they important?

In the same way, our national taxes contribute to the running of the country, Council rates are important to ensure Wellington continues to function.

We set our rates based on the needs of the community, demand for services and affordability in rates. Your money helps us deliver more than 400 day-to-day services and pay for the borrowings used to fund big capital projects across Wellington.

Some of the services and facilities that Wellingtonians receive through their rates include:

198 sqm open space per Wellingtonian	101,999 native plants planted with the community	181,216 calls answered by our Contact Centre staff
820km stormwater pipes	18,659 streetlights operated	968.5km footpaths
1,080km wastewater pipes	407km walking and biking tracks	767,257 items available at our 14 libraries
389 litres of drinkable water supplied per resident per day ¹	760,017 resources in City Archives	\$4.9m funding to community projects and organisations
108 play areas	25 free public events	7 new public murals

What is the plan for rates?

This year, the rates increase is **12.3 percent** after growth in the ratepayer base is considered. This is equal to the after-growth increase budgeted for in previous plans for this year. In total, the council proposes to collect \$479.8m (GST exclusive) of rates during 2023/24.

This increase is driven by investment in the city's infrastructure and services signalled in the Long-term plan, and the impact of increased inflation, borrowing costs, and depreciation.

Council has used alternative funding mechanisms to absorb some inflationary impacts, and keep rates increases to levels previously signalled. This has resulted in a decision to pause some debt repayments and to fund some initiatives through accumulated surpluses.

Johnsonville Business Improvement District (BID)

A BID is a mutual partnership between Council and a local business community to improve the projects and services that will benefit the economy of a specific local area.

¹ Not all is used in a resident's home. Other users include industry, businesses, schools, hospitals, the fire service and councils.

This year, we are introducing a new Business Improvement District in Johnsonville, which includes a new targeted rate for participating.

More information, including a map of the proposed district is on page X.

212,174 Wellington city residents	81,252 Total properties that pay rates	57:43 collection % of the general rate from base and commercial ratepayers
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Options for paying rates

There are several ways to help people manage their rates payments, such as spreading your payments into regular affordable amounts across the year.

Along with Central Government, we have a rates rebate scheme that provides a reduction in rates to those that meet set low-income criteria.

- if you are on a low income, you can apply for a Government rates rebate at: www.govt.nz/browse/housing-and-property/getting-help-with-housing/getting-a-rates-rebate
- for those who are eligible for the Government rates rebate, Council can provide an additional reduction of your rates and we are proposing changes in this area.

If you are worried about paying your rates invoice, please get in touch with us as soon as possible at rates@wcc.govt.nz or call 04 499 4444.

There are also multiple ways to pay your rates: online, by direct debit, internet/telephone banking and in person at the Arapaki Service Centre on Manners Street or at any NZ Post shop.

Policy Changes

The Council has made changes to the Rates remission and Rates postponement policies to enable better support to ratepayers facing financial hardship.

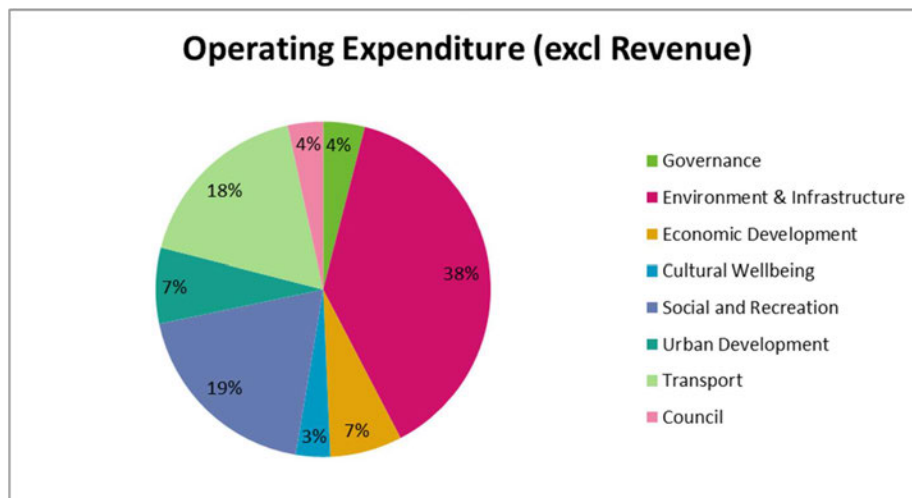
The key changes are:

- Increase low-income remission amount from \$500 to \$700
- Engage with DIA to include the Council remission in their rates rebate form
- Eliminate the financial hardship postponement application fee for ratepayers that also qualify for the Central Government rates rebate

Operating budget

The cost of delivering and running Council services in 2023/24 is budgeted to be \$817.6m or \$10.56 per resident per day. This is an \$91.4m increase from the 2022/23 Annual Plan, which primarily relates to increased depreciation costs, increased interest expenses, and increased contracts, services and materials cost.

The proposed split for our budget across our eight activity areas is as follows:



Fees and User Charges

Our Revenue and Financing policy guides our decisions on how to fund council services. We consider who benefits from a service (for example, individuals, parts of the community or the community as a whole) to help determine how the service should be funded.

The policy also sets the targets for each council activity, stating what proportion should be funded from user charges, general rates, targets rates and other sources of income.

The following areas have **material increases** this year because of changes to existing Council policies or implementation of new policies.

- **Town Belts & Reserves** – implementation of the Trading and Events in Public Places Policy
- **Public health regulation** – application fee for Responsible dog owners, which has not been adjusted for several years

These two material fee increases are related to the rising costs to Council to offer the services in these two areas:

- **Waste minimisation services** – increased ETS costs and Waste Minimisation Act levy
- **Building control and facilitation** – alignment of some existing fees to new fee structure

We are also introducing **new fees** in the following areas to streamline some Council booking processes or to offer new services:

- **Waterfront Public Spaces** - multiple new fees relating to taking over management from Centreport
- **Swimming pools** – multiple new fees relating to pool party offerings
- **Botanical gardens** – including new picnic kits and hire rates for Bolton Cottage
- **Sports fields** – including a new sandcourt hire fee and hire rates for the Newton Park function room
- **Recreation Centre** – multiple new fees for booking Ākau Tangi Sport Centre sessions
- **Marinas** – fees for new services for boat pump-out and service outside license agreement
- **Burials and Cremation** – Ash Plots Makara extensions
- **Public Health regulations** – Parklet permissions
- **Building Control & facilitation** – New minor works fee, New LIM fast track option

We also have standard inflation increases proposed for the following areas:

- Botanical gardens
- Waterfront public spaces
- Swimming pools
- Recreation centres
- Marinas
- Burials and cremations
- Public health regulations
- Building control and facilitation
- Development control and facilitation

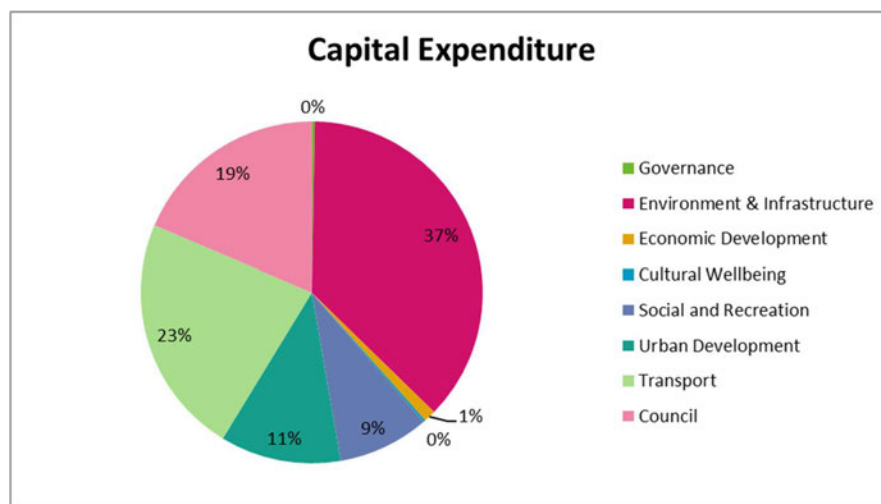
More detail on the proposed fees can be found on our website: wellington.govt.nz/annual-plan

Capital budget

Capital expenditure is used to renew or upgrade existing assets or to build new assets to provide a higher level of service or account for growth. Our assets include buildings, roads and footpaths, water, stormwater and wastewater pipes, libraries, swimming pools, and sportsfields.

We have a significant capital expenditure programme in place, with \$566.1m planned for 2023/24. This year, our programme includes significant investment in our water, stormwater, wastewater and transport networks, the sludge minimisation project, and the development of Te Ngākau Civic Square precinct, including continuing the construction of the city's new Te Matapihi Central Library.

The total is an increase in what was included in the 10-Year Plan (\$356m). The variance primarily relates to the refinement of project costs, the inclusion of sludge minimisation project costs, inflationary pressures, and timings on major building and water projects.



Explaining our borrowing

We borrow to fund upgrades to our assets or to invest in new infrastructure. This allows us to spread the cost of funding this expenditure over the multiple generations that will benefit from the investment.

For 2023/24, net borrowings are forecast to be \$1.55 billion at the end of the year, equating to 211 percent (including insurance headroom) of our operating income compared to the Council imposed cap of 225 percent. Council's imposed cap is lower than the LGFA covenant level of 290 percent for 2023/24 (noting this reduces over coming years). The reason the Council has set a lower rate than the LGFA covenant is to ensure it has sufficient debt headroom for asset renewals and any shocks in the future.

Te reo heading to come

Part B: Our work for the year

In this section we outline each of our seven strategic area, highlight what's changing since we released Our 10-Year Plan, other key projects, performance information and what it costs.

The Annual Plan 2023/24 focuses on changes to year three of Our 10-Year Plan, with some updates on other key projects.

For full details of our Council services, see Our 10-Year Plan 2021-31 on our website, wellington.govt.nz/itp.

Our seven strategic areas

Our work is grouped into seven strategic areas:

- Pārongo ā-tāone | Governance
- Te Taiao me te Hanganga | Environment & Infrastructure
- Whanaketanga ōhanga | Economic development
- Oranga ahurea | Cultural wellbeing
- Pāpori me te hākinakina | Social and recreation
- Tāone tupu ora | Urban development
- Ngā waka haere | Transport

We use these areas to showcase our plans, group together relevant services, facilities and projects and monitor our performance.

To achieve our objectives for Wellington, we have also established several companies and trusts. These were set up to independently manage Council facilities, or to deliver significant services and undertake development on behalf of the Wellington community.

Where necessary, we provide funding to support their operations and capital investment requirements.

The organisations are:

- Wellington Museums Trust (Experience Wellington)
- Wellington Regional Economic Development Agency Ltd (WellingtonNZ)
- Wellington Zoo Trust
- Basin Reserve Trust
- Karori Sanctuary Trust (ZEALANDIA)
- Wellington Cable Car Limited
- Wellington Water Limited
- Wellington Regional Stadium Trust (Sky Stadium)

For more details on the organisations, their objectives, structure, and how their performance is measured, please refer to Our 10-Year Plan [wellington.govt.nz/10-year-plan](https://www.wellington.govt.nz/10-year-plan).

This section provides an overview of the seven areas.

Pārongo ā-tāone | Governance

We aim to build trust and confidence by being open, transparent and accountable.

What we do – an overview

This strategic area includes activities which enable democratic decision making.

We encourage public input and involvement to ensure all points of view and relevant information are considered when we make decisions on behalf of Wellington. This includes: running local elections; operating, recording and communicating Council and Committee meetings and decisions, and creating and reviewing policies, bylaws and strategies.

This area also includes the operation of our City Archives, Contact Centre and Arapaki Service Centre and communicating with the public on climate impacts.

Our partnerships with mana whenua recognise their special place in the city's history and their relationship with its land, waterways and other parts of its environment.

There are two groups of activities in this area:

- 1.1 Governance, information and engagement.
- 1.2 Māori and mana whenua partnerships.

What it costs

\$32.8m

Operating expenditure

\$1.6m

Capital expenditure

Te Taiao me te Hanganga | Environment & Infrastructure

We aim to protect and enhance Wellington's natural environment.

What we do – an overview

The Council's environment portfolio is large and diverse, encompassing beaches and green spaces, waste reduction and energy conservation, as well as the three waters services (drinking and tap water, wastewater and stormwater) and support for our Wellington Zoo and Zealandia.

Through this areas we maintain and care for our walking and biking tracks, Wellington Gardens, our open green spaces and work to enhance the city's biodiversity.

We work to make Council facilities and services more energy efficient, work to reduce the Council's overall greenhouse gas emissions, encourage waste minimisation and actively divert more than 15,000 tonnes of waste from the Southern Landfill and operate the Tip Shop and Recycling Centre.

There are six groups of activities in this area:

- 2.1 Gardens, beaches and green open spaces
- 2.2 Waste reduction and energy conservation
- 2.3 Drinking Water
- 2.4 Wastewater
- 2.5 Stormwater
- 2.6 Conservation attraction

What it costs

\$313.4m

Operating expenditure

\$209.6m

Capital expenditure

Whanaketanga ōhanga | Economic development

We aim to support economic growth to enhance quality of life.

What we do – an overview

We support Wellington's economic growth in collaboration with WellingtonNZ and others by supporting high-quality events such as concerts festivals and sports matches, promoting tourism, attracting and supporting business and conference activity, and delivering major economic development initiatives.

These activities make Wellington a more vibrant place to live. They improve residents' quality of life, prosperity, identity and the opportunities available to them.

We also support large and small scale economic growth programmes through grant funding, deliver programmes that support businesses to reduce their carbon emissions, and support innovators to develop new climate reduction business opportunities

There is one activity group in this area: 3.1 City promotions and business support.

What it costs

\$56.9m

\$6.4m

Operating expenditure

Capital expenditure

Oranga ahurea | Cultural wellbeing

We aim to strengthen and promote Wellington's unique cultural identity.

What we do – an overview

We provide opportunities to develop the city's cultural landscape to build engaged and curious communities. We provide the key theatrical infrastructure for the performing arts, as well as directly funding several community arts and cultural events, and arts partnerships. Through Experience Wellington, we operate six venues: Wellington Museum, Capital E, Cable Car Museum, Nairn St Cottage, Space Place and City Gallery. We also operate the Toi Pōneke Art Centre and maintain the City Art collection.

We develop and deliver an extensive programme of events throughout the year in collaboration with the sector, including signature events Matariki ki Pōneke and our Summer, Christmas, New Year and Waitangi events

We're investing in the creative sector to maintain our position nationally and internationally as a connected and vibrant, capital.

There is one activity group in this area: 4.1 Arts and cultural activities.

What it costs

\$27.1m

\$1.2m

Operating expenditure

Capital expenditure

Pāpori me te hākinakina | Social and recreation

We aim for strong, healthy communities.

What we do – an overview

Our focus in this area is on recreation provision, social initiatives and community support, and public health and safety.

We deliver programmes that reduce harm and improve perceptions of safety, including graffiti management, and work to ensure we are a welcoming and inclusive, tolerant and healthy city with a strong social infrastructure supporting its residents

People are at the heart of everything we do, from working with the community to provide shelter to end street homelessness and supporting our most vulnerable residents to investing in infrastructure such as libraries, community centres, swimming pools and recreation centres, playgrounds, and sportsfields.

We also regulate alcohol licencing, food safety, and dog registration, provide community funding for social organisations, and support community climate action through education and funding.

We try to make sure people have access to services and activities that contribute to opportunities for them to live healthy lifestyles, realise their potential, and enjoy their city.

There are three groups of activities in this area:

- 5.1 Recreation promotion and support
- 5.2 Community support
- 5.3 Public health and safety

What it costs

\$156.1m

Operating expenditure

\$48.8m

Capital expenditure

Tāone tupu ora | Urban development

We aim for a compact, resilient and attractive city.

What we do – an overview

Our work in this area includes enhancing central city public space, making improvements to the waterfront, laneways and suburban centres and planning for the future growth of the city through the District Plan and Spatial Plan. Through this area we work to make Wellington more accessible.

We also look after heritage in the city, and fulfil regulatory functions including assessing and issuing building and resource consents, ensure earthquake-prone buildings are strengthened.

These activities matter to the lives of individual Wellingtonians and to the community. They enable the city to grow while retaining its unique sense of place and liveability. They also provide the opportunity for people to live, work and play in an urban environment that is attractive and sustainable.

There are two groups of activities in this section:

- 6.1 Urban planning, heritage and public services development (including waterfront development)
- 6.2 Building and development control

What it costs

\$59.4m

Operating expenditure

\$64.7m

Capital expenditure

Ngā waka haere | Transport

Connecting people and places.

What we do – an overview

A good transport system should do more than just move people and goods efficiently. It should benefit people's overall quality of life, be accessible and child friendly, support growth and economic productivity, help create healthy urban neighbourhoods that are people focused, and reduce the city's carbon emissions.

Practically, we maintain streets, footpaths, cycleways, bridges and retaining walls; upgrade and build new seawalls; operate, maintain and upgrade street lighting; build and maintain bus lanes, bus stops, and bus shelters; and plan and build minor safety projects such as safe crossing points and intersection improvements. We operate and maintain traffic signals and a network of CCTV cameras, own and operate Kiwi Point Quarry, and operate the Cable Car through a Council-controlled organisation.

We're investing in transport options to maintain easy access in and around our city, in low or zero carbon ways, managing congestion and acting as a catalyst for urban renewal and sustainable growth. We provide electric vehicle charging infrastructure on Council-owned land and support car sharing services with dedicated car parking spots and resident parking permits.

There are two groups of activities in this section:

- 7.1 Transport
- 7.2 Parking

What it costs

\$144.0m

Operating expenditure

\$128.5m

Capital expenditure

Key investment projects and programmes

We have a full year of programme and projects planned across all areas of our city. Many are already underway, have been consulted on, decided on by Council or were included as part of the 2021-31 Long-term Plan.

Visit our website to see which projects are in your area: wellington.govt.nz/annual-plan

Projects that start this year

Tūpiki Ora Māori Strategy

Begin implementing some of the short-term actions from the Tūpiki Ora Māori Strategy, including:

- Support and develop resources that encourage learning more about the region, Mana Whenua and Māori histories, identities, landmarks and narratives.
- Support existing cultural initiatives and develop new community-based events.

Ian Galloway Park Planning and public toilets

We will commence scoping and early engagement with stakeholders on a plan for the park., this work will include considering the future options for nearby Wilton Park following a significant slip in 2022. Plans for Ian Galloway will include provision of a public toilet at the southern end of the park.

Kilbirnie Park Master Plan and Rec Centre

We are continuing our work to create a master plan for the Kilbirnie Park area. This will include commencing the design of Kilbirnie's destination Skate Park. We will also begin planning the earthquake strengthening and renewal of Kilbirnie Recreation Centre, including reconfiguring toilets to gender neutral.

Grenada North Park Master planning

The planning and design for improvements to Grenada North Park will commence in 2024, and will involve engagement with park users and the community. The project will consider the future passive and active recreation needs at the park to support growth in the north of the city,. This is a multiyear project with work expected to start in 2024/25 after planning and design has been completed. .

Shed 5

The strengthening and reroofing of Shed 5 is scheduled to commence in early 2024. The building will be closed while the work is completed. It will take about nine months, with completion expected in late 2024.

Karori Pool

In 2024, we will close the pool for its six yearly maintenance. This will renew the operating plant, replace sealant joints and broken tiles in the pool and renew customer facilities. More details on how long the pool will be closed for will be shared closer to the date.

Parking management plans

We will begin consultation on parking management plans in Newtown in mid-2023 and Wadestown in late 2023. These are local plans developed for particular areas to either address local distribution of parking from projects changing the layouts of our streets or to address ongoing localised parking issues.

Speed management plan

The work will start on creating a plan for safer speeds in the city. Implementation of the plan will begin in January 2024 once NZTA certifies the plan.

Paneke Pōneke - Bike network plan

We will start the planning and design phase for Johnsonville to Ngaio, Khandallah Connections, Ngaio to Karori and Kelburn transitional projects.

We will start planning for projects in the central city including Tasman/Tory and Courtney to Waterfront and projects in the North, including Grenada North and Broderick Road.

Water programme

Alongside an extensive three waters programme across the city, we will also be starting:

Watermain Renewal Programme: Newlands and Johnsonville

The first portion of the Watermain Renewal Programme will begin construction. The first to be renewed include three in Newlands. Also be progressing design and procurement for the second phase, which will begin construction next year and includes three watermain in Johnsonville.

Wastewater Network Renewals – Newtown

The first portion of the programme to renew wastewater assets in Newtown will begin in 2023/24. Renewing them will reduce environmental risks, and occurrences of surface water contamination leading to public exposure to untreated wastewater discharging onto land and waterways.

Projects that continue throughout the year

Begonia House Precinct

We will continue to develop the design for a major refresh of the building, its infrastructure, and the plant displays. We'll freshen up the café, improve accessibility, plan for the return of the Botanic Garden Shop, and upgrade the toilets. The construction is planned to commence in mid-2024, and take about two years.

Khandallah Swimming Pool

We have completed the technical reports for the site and will be engaging further with the community on options for the pool and park entrance before reporting back to Council.

Frank Kitts Park redevelopment and Fale Malae

We will develop the design of the park further in support of a resource consent application to be lodged by early 2024. Council will submit consents in relation to the demolition of the car park, Chinese Garden of Beneficence and surrounding park green spaces and play areas. The Council will be required to decide on funding for this project through the 2024-34 Long-

term Plan. The Fale Trust will submit a separate yet aligned Resource Consent for the Fale building.

Southern Landfill

This year, we will finalise the design of the landfill extension, continue the resource consent application process and undertake preliminary works in advance of construction commencing in 2024. The landfill extension is due to be complete and in operation by June 2026.

City Housing

- **Upgrade Phase 2:** Planning for the second half of the housing portfolio upgrade is underway, comprising of about 1,000 units across 32 sites. By mid-2023, multi-site criteria analysis will be completed and a detailed business case for the programme submitted. Tenders for the first tranche of work will start to go to market in late 2023, pending Council approval of the business case.
- **Healthy Homes:** We will be continuing the work to bring all our social housing units up to the new Healthy Homes standards. We have finished the investigations into what is needed at all our units and are on track to have all upgrades completed by the July 2024 deadline.

Te Ngākau Civic Square

- **Council buildings:** Consent for Civic Administration Building has been submitted for demolition. Consent for the demolition on the Municipal Office Building will be submitted in 2023 however the actual demolition will be delayed until 2024-25 year.
- **Town Hall:** We are continuing the earthquake strengthening work at the Town Hall. This project is due for completion in 2024/25. More information about the stage of this project and the work underway is available on the Council website.
- **Te Matapihi Central Library:** Construction continues with work due to be completed in early 2026. The rebuild work started in December 2022 and the work in 2023/24 will include the continuation of the re-piling and installing new concrete foundations with base isolators.

Council Emissions Reduction Plan

We will be continuing the conversion of the Council fleet to electric vehicles and working on developing and implementing an action plan for the Council's energy decarbonisation plan.

Climate Change Adaptation

We are creating a Wellington Regional Climate Change Impact Assessment, which will inform the Regional Adaptation Plan that is due December 2024. We will also be engaging with the community on climate risks and impacts (the Climate Adaptation Community Engagement Roadmap), and furthering the development of the Bloomberg-funded digital twin engagement tool.

Climate action support

We will continue to run the Home Energy Saver Programme and start the new business energy saver programme (renamed "Let's Talk Shop"), as well as Zero Together (community workshops), the Climate and Sustainability Fund and the Environmental and Accessibility Performance Fund.

Sludge minimisation project

Construction has been approved for the new Sludge Minimisation Facility. Work at the site at the southern end of Stewart Duff Dr is expected to be underway in mid-2023 and completed by 2026. The Council has been approved for funding for the project through the Infrastructure Funding and Finance Act 2020, which in 2023/24 amounts to \$126.2m.

Waste minimisation

The proposals for the Regional Waste Management and Minimisation Plan, Resource recovery network expansion, and the Organic processing facility and redesign collection (kerbside) will be out for public consultation in July 2023. Council will make final decision on preferred options and approve for funding through the 2024-34 Long-term Plan.

District Plan

By November 2023, the parts of the plan at relate to intensification become operational through a streamlined process outlined in legislation. The rest of the plan will go through an appeals process before becoming operational in 2025.

Te Kāinga programme

Continue to deliver Te Kāinga rentals. The Council has committed to providing 1,000 apartments over five years. This will be year 3 of the programme and is expected to deliver 78 additional apartments.

Huetepara Park

We will start the development of the public space in Lyall Bay, with toilets and improved visitor experience.

Pōneke Promise

We will continue to investment in improving safety and vibrancy, and reducing harm, in the central city. We will be starting on work on the new Te Aro Precinct public toilets on Inglewood Place, upgrading public spaces in the Te Aro Park area, providing inner-city community spaces, improving vibrancy and sexual violence prevention.

Former Workingmen's Bowling Club Newtown

We have completed our engagement with the community on the future options for the site this work will help inform the design for the site, the next stage will be to advance a plan for area followed by the development of the site.

Three Waters transition

Continue to work on the transition of Three Waters responsibility to new water service entity, with the change-over date to be confirmed.

Central city water upgrades

Alongside an extensive three waters programme across the city, we will also be continuing:

Wastewater pump station and watermain programme: A new watermain up Taranaki Street is the latter part of the first phase of the major CBD Wastewater Renewals Project to renew and upgrade the central city's wastewater network. Wakefield St and Victoria Street works are forecast to continue into 2023/24.

Paneke Pōneke - Bike network plan

We will complete the transitional installation of 15.3km of the network including: Kilbirnie Connections; Aro Connections; Thorndon Connections; and Ngaio Connections. Following a period of review and community feedback, work will begin to plan for the permanent installation of the cycleways across future years.

We will complete the business cases and consultation for Wadestown to Thorndon, Botanic to Karori, and Berhampore to Newtown Transitional cycleways. Some physical works will then take place on these projects throughout the year.

We will continue with physical works on Evans Bay Stage 1 and complete the detailed planning and start physical works on Evans Bay stage 2 and Brooklyn to City.

We will start and complete the business case for Tawa to Johnsonville.

Charged-Up Capital

Continuing the installation of EV chargers across the city, with another 15 chargers installed this year, building on the 11 chargers installed in the last financial year.

44 Frederick Street Urban Park

This year we will begin the planning and design phases for the park. The concept design will be done with key stakeholders, with public engagement to commence once the land purchase negotiations are finalised. Construction is expected to be completed in 2025/26.

Cuba Street playground

The upgrade of the Cuba Street Playground will be completed by June 2024. The design of the playground will be developed together with mana whenua, rangatahi and tamariki. The new playground will provide great play opportunities for young children, while encouraging other members of the community to benefit from it. The design will include play elements weaving in storytelling, reflecting the site's proximity to Waimapihi Stream and Te Aro Pā.

Let's Get Wellington Moving

- **Transformational programme:** Development of detailed business case for mass rapid transit, basin reserve, and second Mt Victoria tunnel.
- **Golden Mile:** Finalise the design and begin construction in late 2023. The Golden Mile project aims to improve bus reliability and provide opportunities for walking, cycling, and more open spaces. This means better lighting, wider footpaths, more public seating, outdoor dining opportunities and more.
- **People Friendly City Streets:** Aimed to create better walking, cycling, and public transport provision to have safer and more convenient connections between Wellington City and suburban centres. Any improvements will be consulted on, with phase one construction due to begin in 2023.
- **Thorndon Quay and Hutt Road:** Finalise the design and construction begins on walking, cycling, bus priority and safety improvements including new Aotea Quay roundabout.

Projects that finish this year

Omāroto Reservoir Area

The back-filling of the area surrounding the reservoir is underway. Playing field restoration and landscaping is due to be completed in 2023, followed by a five-year period for landscaping defect correction at the site.

Taranaki Street New Pump Station

Alongside an extensive three waters programme across the city, we will also be finishing the installation of a new pump station in Inglewood Place off Taranaki Street. This, alongside construction of a new rising main up Taranaki St, is the first phase of the major CBD Wastewater Renewals.

Te Whaea/Tawhiri Project

Upgrade and renewal works in the Tawhiri space include a replacement roof, upgraded patron toilets and performer changing spaces, along with increased building floor structure for tiered seating and a stage area. Works are scheduled to allow the space to be used for the 2024 Festival of the Arts in early 2024.

Karori Community Hall

The Karori Community Hall has been gifted to Council by the Karori Event Centre Trust. The Council has agreed to complete the internal fit out of the building alongside any work required to achieve compliance. This will create a hall that can be used by the community. It is intended that this work will be completed by the end of 2024. An estimate of the costs to complete the fit out of the building will be provided by August 2023 allowing the project to move into the design phase.

Granville Flats

Currently underway on working towards handing back of the Granville apartments site to Wellington Tenth Trust by May 2024. Involves re-housing 107 properties, demolition of buildings and clearing the site. All tenants will be rehoused in alternative Council homes by December 2023.

Frank Kitts Park Playground

The project has been paused as we are unable to proceed with the current design after it became clear it could not be delivered within budget, given the increasing costs resulting from the original contractor going into liquidation and wider construction market inflation. An update on this project and any decision on work in the 2023/24 year is expected by the end of September.

Town Centre and street upgrades

Island Bay Town Centre: The public space upgrade has been designed in collaboration with a local working group. The project includes better places for people to gather, public seating, resurfacing, lighting upgrades, murals, planting and more space for local businesses to extend out into the public space. It will also integrate with the proposed cycleway and safety upgrade work. Detailed design will be completed in June 2023, with construction beginning August 2023 and expected to end early 2024.

Berhampore Town Centre: The public space upgrade to the Berhampore Town Centre has been developed with a public working group. The project is now moving into the detailed design phase. It will include tactical upgrades and minimal earthworks by creating better spaces for the community to gather, street art new planting and seating. Construction will be coordinated with the Paneke Pōneke Bike Network Plan project beginning in mid 2023 and complete in late 2023 (as phase 1 of the wider Newtown-Berhampore transitional cycleway and parking management implementation).

Part C: Financial information

Annual plan disclosure statement for year ending 30 June 2024

What is the purpose of this statement?

The purpose of this statement is to disclose the council's planned financial performance in relation to various benchmarks to enable the assessment of whether the council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

The council is required to include this statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the **regulations**). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Benchmark		Planned	Met
1. Rates affordability benchmark			
• Income	Quantified limit \$475m	\$480m	No
• Increases	Quantified increase limit 10.5%	12.3% increase	No
2. Debt affordability benchmark	Net closing debt over operating income 225%	197%	Yes
3. Balanced budget benchmark	100%	106%	Yes
4. Essential services benchmark	100%	239%	Yes
5. Debt servicing	10%	7%	Yes

Notes:

1 Rates affordability benchmark

(1) For this benchmark:

(a) the council's planned rates income for the year is compared with a quantified limit on rates contained in the financial strategy included in the council's LTP; and

(b) the council's planned rates increases for the year are compared with a quantified limit on rates increases for the year contained in the financial strategy included in the council's long-term Plan.

(2) The council meets the rates affordability benchmark if:

(a) its planned rates income for the year equals or is less than each quantified limit on rates; and

(b) its planned rates increases for the year equal or are less than each quantified limit on rates increases.

2 Debt affordability benchmark

(1) For this benchmark, the council's planned borrowing is compared with a quantified limit on borrowing contained in the financial strategy included in the council's long-term plan.

(2) The council meets the debt affordability benchmark if its planned borrowing is within each quantified limit on borrowing.

3 Balanced budget benchmark

(1) For this benchmark, the council's planned revenue (excluding development contributions, vested assets, financial contributions, gains on derivative financial instruments, and revaluations of property, plant, or equipment) is presented as a proportion of its planned operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).

(2) The council meets the balanced budget benchmark if its revenue equals or is greater than its operating expenses.

4 Essential services benchmark

(1) For this benchmark, the council's planned capital expenditure on network services is presented as a proportion of expected depreciation on network services.

(2) The council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.

5 Debt servicing benchmark

(1) For this benchmark, the council's planned borrowing costs are presented as a proportion of planned revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).

(2) Because Statistics New Zealand projects that the council's population will grow slower than the national population growth rate, it meets the debt servicing benchmark if its planned borrowing costs equal or are less than 10% of its planned revenue.

Fees and user charges

Our Revenue and Financing Policy guides our decisions on how to fund Council services. Under the policy, we consider who benefits from a service (individuals, parts of the community, or the community as a whole) because this helps us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from the user charges, general rates, targeted rates and other sources of income.

A breakdown of changes to user fees and charges can be found in our online appendices at www.wellington.govt.nz/annual-plan.

Funding impact statements

Funding impact statement for whole of Council

	2022/23 AP \$000s	2023/24 LTP \$000s	2023/24 AP \$000s	Notes
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	270,117	291,055	286,872	
Targeted rates (other than a targeted rate for water supply)	156,236	188,780	194,238	1
Subsidies and grants for operating purposes	9,558	9,701	19,599	
Fees and charges	167,109	162,669	175,548	
Interest and dividends from investments	1,913	10,913	10,913	
Local authorities fuel tax, fines, infringement fees, and other receipts	11,874	12,122	11,876	
Total operating funding (A)	616,807	675,239	699,047	
Applications of operating funding				
Payments to staff and suppliers	448,360	427,941	500,777	2
Finance costs	41,375	44,881	60,972	3
Other operating funding applications	49,085	57,858	59,384	
Total applications of operating funding (B)	538,820	530,680	621,133	
Surplus (deficit) of operating funding (A-B)	77,988	144,559	77,914	
Sources of capital funding				
Subsidies and grants for capital expenditure	30,719	32,195	166,011	4
Development and financial contributions	3,500	3,500	3,500	
Increase (decrease) in debt	307,566	199,008	308,807	5
Gross proceeds from sales of assets	2,000	2,000	9,834	
Lump sum contributions	0	0	0	
Total sources of capital funding (C)	343,786	236,703	488,152	
Applications of capital funding				
Capital expenditure				
- to meet additional demand	61,756	44,766	56,334	
- to improve level of service	200,126	179,881	354,436	
- to replace existing assets	160,040	156,525	155,296	
Increase (decrease) in reserves	(148)	89	(0)	
Increase (decrease) in investments	0	0	0	
Total applications of capital funding (D)	421,773	381,262	566,066	
Surplus (deficit) of capital funding (C-D)	(77,988)	(144,559)	(77,914)	
Funding balance ((A-B) + (C-D))	0	0	0	
Expenses for this activity grouping include the following depreciation/amortisation charge	187,605	181,581	196,468	

Notes

1. Targeted rates which include targeted water rates have increased due to the temporary change in funding approach for depreciation on water, sewerage and stormwater (3 waters) network assets due to the unexpected and un-forecasted increase in the 3 waters revaluation of assets at 30 June 2022, which saw a significant increase in value, and subsequent increase in depreciation. Council resolved to fund the depreciation on the 3 waters assets based on the capital renewals of the 3 waters assets for 2023/24.
2. Payments to staff and suppliers has increased due to continuing increased costs to deliver existing services, insurance and inflationary pressures.
3. Finance costs have increased due an increase in the cost of borrowings and an increase in borrowings.
4. Subsidies and grants for capital expenditure has increased due to the Infrastructure and Financing Funding for the Sludge Minimisation Facility.
5. The increase in debt is due to borrowing for capital expenditure.

2023/24 Annual plan Funding Impact Statement — rating mechanisms

Rates

Rates are a property tax to fund local government activities. Rates are assessed under the Local Government (Rating) Act 2002 (the Act) on rating units in the Rating Information Database. Where rates requirements are allocated based on a rating unit's value, the rateable value will be the capital value as assessed by the Council's valuation services provider. The latest city-wide revaluation was carried out as at 1 September 2021. This revaluation remains effective through until the 2023/24 rating year, except where subsequent maintenance valuations have been required under valuation rules or the Council's rating policies.

City-wide revaluations are performed every three years. The 1 September 2021 revaluation was effective for the 2021/22 rating year and the two consecutive rating years, 2022/23 and 2023/24 (subject again to subsequent maintenance valuations).

Policy objective:

- To provide the Council with adequate income to carry out its mission and objectives.
- To support the Council's achievement of its strategic objectives.
- To be simply administered, easily understood, allow for consistent application and generate minimal compliance costs.
- To spread the incidence of rates as equitably as possible by balancing the level of service provided by the Council with ability to pay and the incidence of costs in relation to benefits received.
- To be neutral in that it does not encourage people to redirect activity in order to avoid its impact.
- To reflect the decisions of the Council's policies and rating reviews.

General Rates

General rates are set under section 13 of the Act on all rateable rating units in the City of Wellington.

The Council has set a general rate based on the capital value of each rating unit within the city.

The general rate is set on a differential basis, based on the use to which the land is put and/or the zoning. All rating units (or part thereof) will be classified for the purposes of general rates within one of the following differential rating categories.

Differential Rating Categories

Base Differential

The Base differential rating category shall be applied to the following rating units:

- a) Separately rateable land used for one or more household units; excluding those properties that provide short stay (28 days or less) commercial accommodation for which a tariff is charged
- b) Vacant land zoned residential
- c) Land used as farmland and lifestyle blocks which is included in the rural activity area in the District Plan
- d) Farmland is defined as land used exclusively or principally for agricultural, horticultural, pastoral or silvicultural purposes, or for the keeping of bees or poultry or other livestock but excluding commercial dog kennels or catteries.
- e) Separately rateable land occupied by a charitable organisation which is deemed by the Council to be used exclusively or principally for sporting, recreation or community purposes and that does not generate any private pecuniary benefit.

This category has a general rate differential rating factor of 1.0.

Commercial, Industrial and Business Differential

The Commercial, Industrial and Business differential rating category shall be applied to the following rating unit:

- a) Separately rateable land used for a commercial or industrial purpose
- b) Vacant land zoned commercial, industrial or business
- c) Land used for offices, administrative and/or associated functions
- d) Land used for commercial accommodation for which a tariff is charged and where the principal purpose is the provision of short stay (28 days or less) accommodation
- e) Business-related premises used principally for private pecuniary benefit
- f) Any rating unit not otherwise categorised within the Base Differential.

This category has a general rate differential rating factor of 3.7.

Differential Rating Category Conditions

Differential rating 3.7:1 Commercial, Industrial and Business: Base

- The differential apportionment for the Commercial, Industrial and Business differential is 3.7 times the rate per dollar of capital value payable by those properties incorporated under the Base differential.
- Where a rating unit has more than one land use the rating unit may be 'divided' so that each part may be differentially rated based on the land use of each part.

A rating unit will be differentially rated where a division of the rating unit is established, based on the use to which the land is put and/or the zoning. A division will be established where:

- a rating unit has a value of greater than \$800,000 or
- the minority use(s) account for more than 30 percent of the total capital value of the rating unit

If neither of these criteria are met no division will take place, and the rating category will be established on the primary use of the rating unit.

In any other case, the general rate differential is determined by principal use.

In regard to the rates attributable to a rating unit during the transition period between two differential rating categories, a ratepayer may apply for a change in rating category at any time between the lodgement of a building consent application with the Council (on the condition that the principal prior use has ended) and the earlier of either:

- a) The time at which the Council gives final approval of the completed works, or
- b) The property is deemed (by the Council) to be available for its intended use.
 - i. In situations where the change in land use does not require a Council consent, but warrants a change in differential rating category, the onus is on the ratepayer to inform the Council prior to the property being utilised under the new use.
 - ii. The differential rating category of all rating units must be set prior to the commencement of a rating year and will remain in place for that entire rating year. Any change in circumstances that results in a change of differential rating category during a rating year will apply from 1 July of the following rating year.
 - iii. Any property eligible for mandatory 50 percent non-rateability under Part 2, Schedule 1, of the Act, will be first classified under the appropriate general rate differential classifications and the non-rateability applied to that rate.

Uniform Annual General Charge

The Council does not assess a uniform annual general charge.

Non-rateable land

Non-Rateable

Any land referred to in Part 1, Schedule 1 of the Act is non-rateable with the exception of targeted rates solely for sewerage and water where the service is provided.

50 Percent Non-Rateable

All land referred to in Part 2, Schedule 1 of the Act is 50 percent non-rateable in respect of the rates that apply, except for targeted rates for sewerage and water for which the land is fully rateable if the service is provided.

Targeted Rates

Targeted rates are set under section 16, 17, 18 and 19, and schedules 2 and 3 of the Act.

The Council has not adopted any lump sum contribution schemes under part 4A of the Act in respect of its targeted rates, and will not accept lump sum contributions in respect of any targeted rate.

The differential rating categories described above are unitised and referred to in a number of targeted rates.

Sewerage Targeted Rate

Targeted sewerage rates are to be apportioned 60 percent:40 percent of rates between properties incorporated under the Base differential and the Commercial, Industrial and Business differential in accordance with the Revenue and Financing Policy.

This rate is set to pay for the cost of the provision and maintenance of the sewage collection and disposal network, and sewage treatment facilities for the city.

This rate is assessed on all rating units connected to the public sewerage drain.

For the purposes of these rates the sewage collection, and disposal and treatment service is treated as being provided to a rating unit if the rating unit is connected to a public sewerage

drain (either directly or indirectly), irrespective of whether the property is considered fully rateable or is mandatory non-rateable or 50 percent non-rateable under Schedule 1 of the Act.

Sewerage targeted rate is calculated as follows:

- For rating units incorporated in the Commercial, Industrial and Business differential rating category:
 - A rate per dollar of capital value on all rating units connected to a public sewerage drain, to collect 40 percent of the required rates funding, after having deducted the total dollar amount budgeted to be collected through Trade Waste Charges (excluding consent fees).
- For rating units incorporated in the Base differential rating category:
 - A fixed amount per annum per rating unit, plus a rate per dollar of capital value on all rating units connected to a public sewerage drain, to collect 60 percent of the required rate funding.

Water Targeted Rate

A targeted rate for water is to be apportioned with the aim of achieving a 60 percent:40 percent split between properties incorporated under the Base differential rating category and the Commercial, Industrial and Business differential rating category in accordance with the Revenue and Financing Policy.

This rate is set to pay for the provision and maintenance of water collection and treatment facilities, the water distribution network and water conservation for the city.

This rate is assessed on all rating units connected to the public water supply.

For the purposes of these rates, the water service is treated as being provided to a rating unit if the rating unit is connected to the public water supply (either directly or indirectly), irrespective of whether the property is considered fully rateable or is mandatorily non-rateable or 50 percent non-rateable under Schedule 1 of the Act.

Water targeted rate is calculated as follows:

- For rating units incorporated in the Commercial, Industrial and Business differential rating category, either:
 - A consumption unit rate per cubic metre of water used for all rating units connected to the public water supply with a water meter installed, plus a fixed amount per annum per rating unit.

Or

 - A rate per dollar of capital value on all rating units connected to the public water supply, without a water meter installed.
- For rating units rated incorporated in the Base differential rating category, either:
 - A consumption unit rate per cubic metre of water used for all rating units connected to the public water supply with a water meter installed, plus a fixed amount per annum per rating unit.

Or

 - A fixed amount per annum per rating unit, plus a rate per dollar of capital value on all rating units connected to the public water supply without a water meter installed.

Stormwater Targeted Rate

A targeted stormwater rate is to be apportioned 77.5 percent to the non-rural rating units incorporated under the Base differential and 22.5 percent to the non-rural rating units incorporated under the Commercial, Industrial and Business differential in accordance with the Revenue and Financing Policy.

This rate is set to pay for the provision and maintenance of the stormwater collection/disposal network for the city.

Properties classified in the rural area in the Council's District Plan are excluded from the liability of this rate.

Stormwater targeted rate is calculated as follows:

For the Commercial, Industrial and Business differential rating category:

A rate per dollar of rateable capital value to collect 22.5 percent of the required rates funding.

For the Base differential rating category:

A rate per dollar of rateable capital value to collect 77.5 percent of the required rates funding.

Base Sector Targeted Rate

This rate is set to pay for activities where the Council's Revenue and Financing Policy identifies that the benefit can be attributed to properties incorporated under the Base differential rating category.

This incorporates the following activities:

- 100 percent of the facilitation of cultural grants, facilitation of recreation partnerships and community advocacy activities.
- 95 percent of the provision of community centres and halls activities.

This rate is assessed on all properties incorporated in the Base differential rating category and is calculated on a rate per dollar of rateable capital value.

Commercial Sector Targeted Rate

This rate is set to pay for activities where the Council's Revenue and Financing Policy identifies that the benefit can be attributed to properties incorporated in the Commercial, Industrial and Business differential rating category.

This incorporates the following activity:

- Approximately 30 percent of the cost of the Wellington Regional Economic Development Agency (WREDA) and Venues. This is the equivalent of 100 percent funding of the events attraction and support activity within WREDA.

This rate is assessed on all properties incorporated in the Commercial, Industrial and Business differential rating category and is calculated on a rate per dollar of rateable capital value.

Downtown Targeted Rate

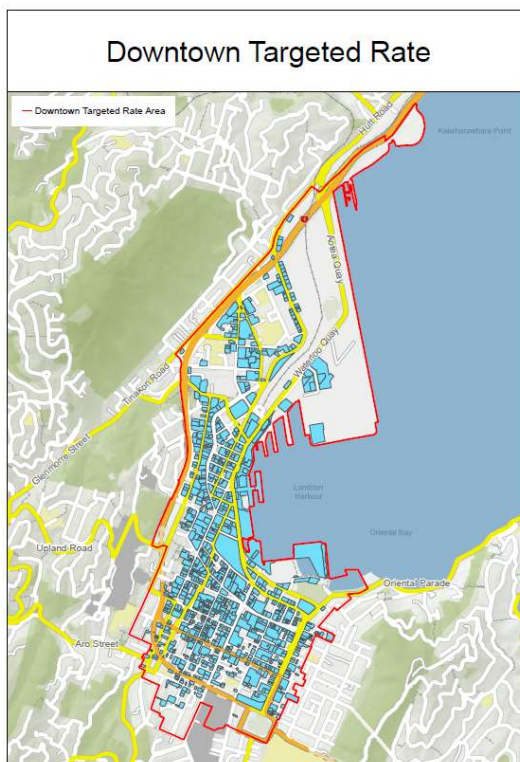
This rate is set to pay for tourism promotion.

This incorporates the following activities:

- 50 percent of the cost of the Wellington Regional Economic Development Agency (WREDA) and Venues activities

- 40 percent of the cost of the Wellington Convention Centre activity
- 70 percent of the visitor attractions activity
- 25 percent of galleries and museums activity.

This rate is assessed on all properties incorporated in the Commercial, Industrial and Business differential rating category in the downtown area and is calculated on a rate per dollar of rateable capital value. For the purposes of this rate, the downtown area refers to the area as described by the Downtown Area map as follows:



The graphic shows the boundaries of the downtown targeted rate

Tawa Driveways Targeted Rate

This rate is set to pay for the maintenance of a specified group of residential access driveways in the suburb of Tawa, overseen by the Council.

This rate is assessed on a specific group of rating units that have shared access driveway that are maintained by Council in the former Tawa Borough.

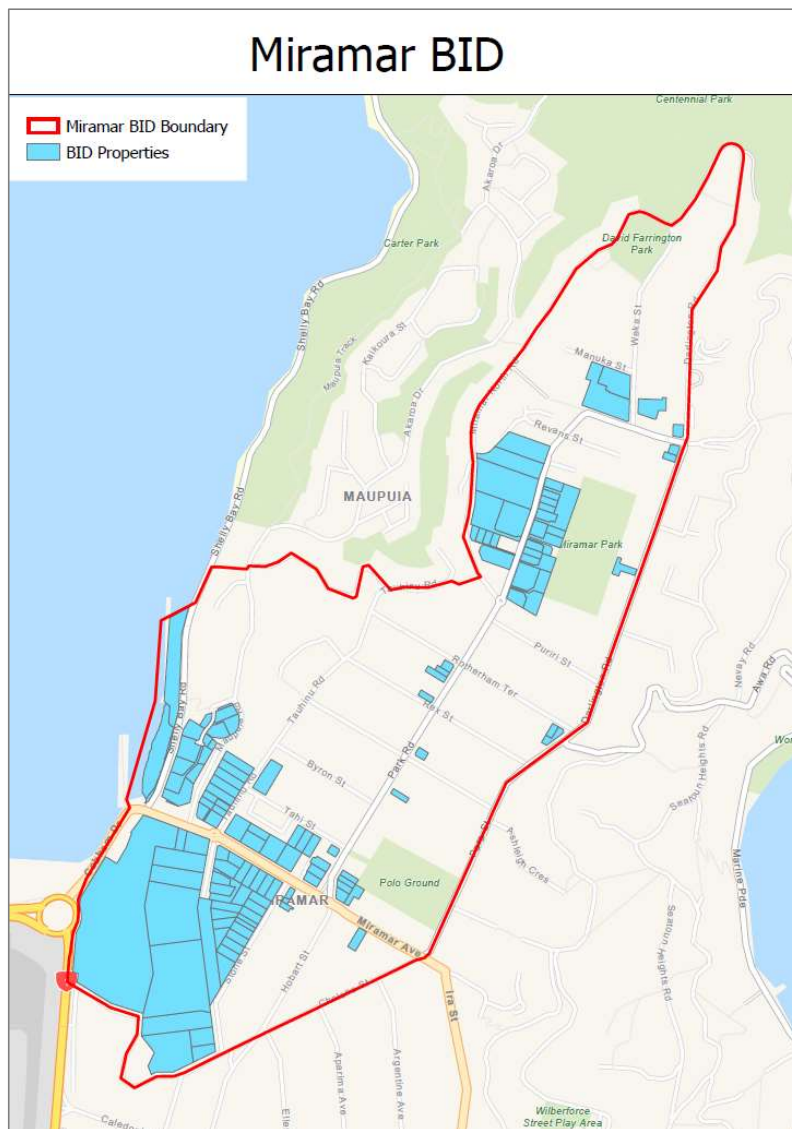
The rate is calculated at a fixed amount per annum per rating unit.

Miramar Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated.

This rate is set on all rating units within the Miramar Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.



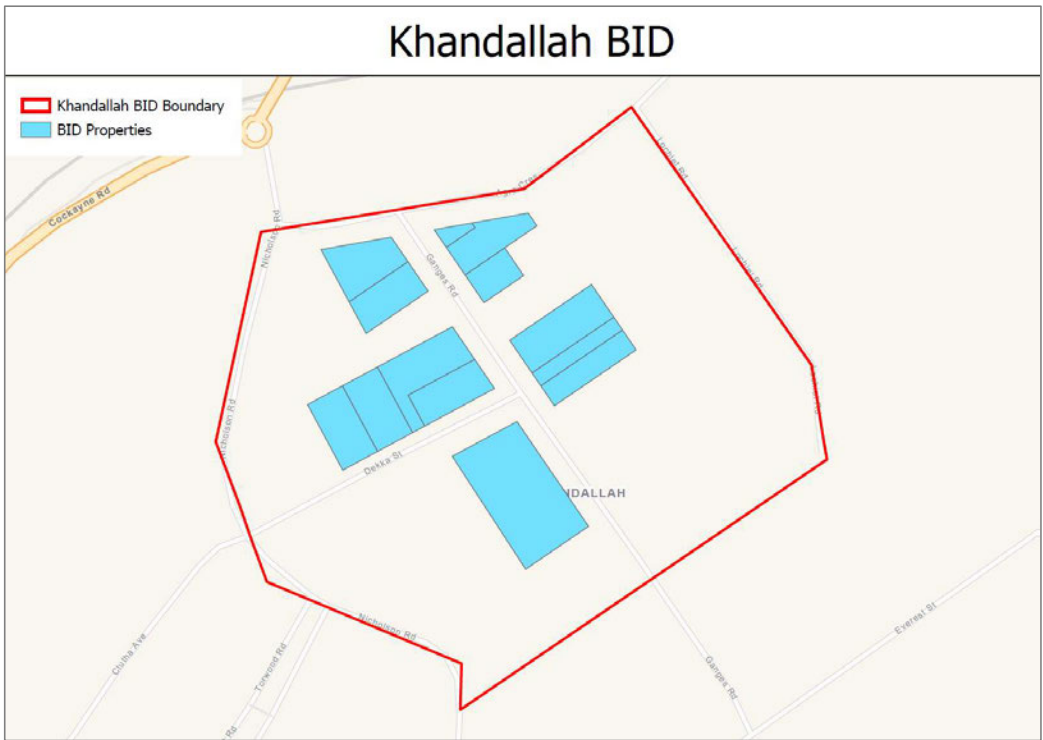
The graphic shows the boundaries of the Miramar BID

Khandallah Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Khandallah Village Business Association.

This rate is assessed on all rating units within the Khandallah Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a rate per dollar of rateable capital value.



The graphic shows the boundaries of the Khandallah BID

Kilbirnie Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Kilbirnie Business Network.

This rate is set on all rating units within the Kilbirnie Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.

Kilbirnie BID Expansion



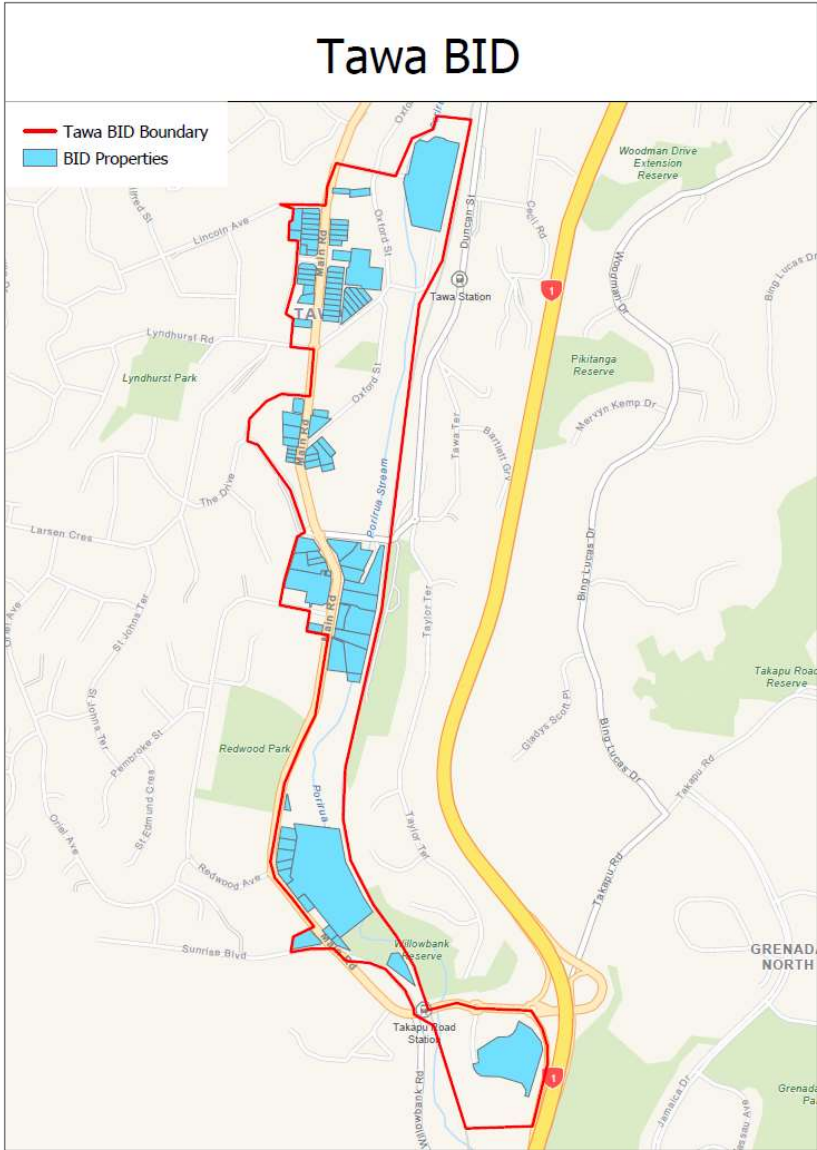
The graphic shows the boundaries of the Kilbirnie BID

Tawa Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Tawa Business Network.

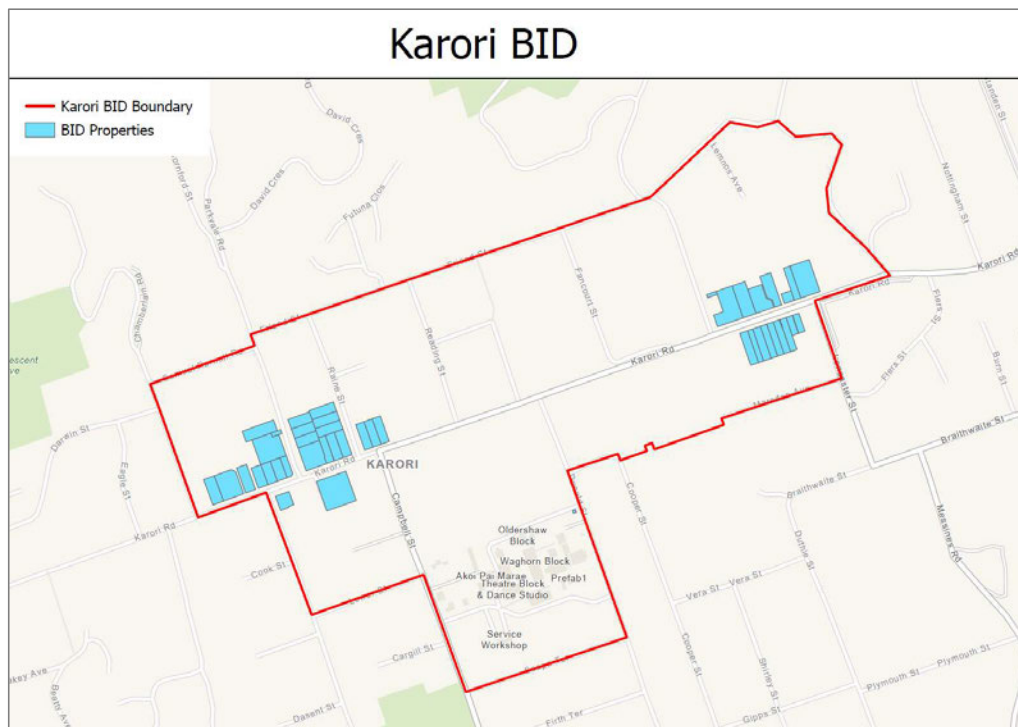
This rate is assessed on all rating units within the Tawa Business Improvement District area (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.



The graphic shows the boundaries of the Tawa BID

This rate is calculated as a rate per dollar of rateable capital value.



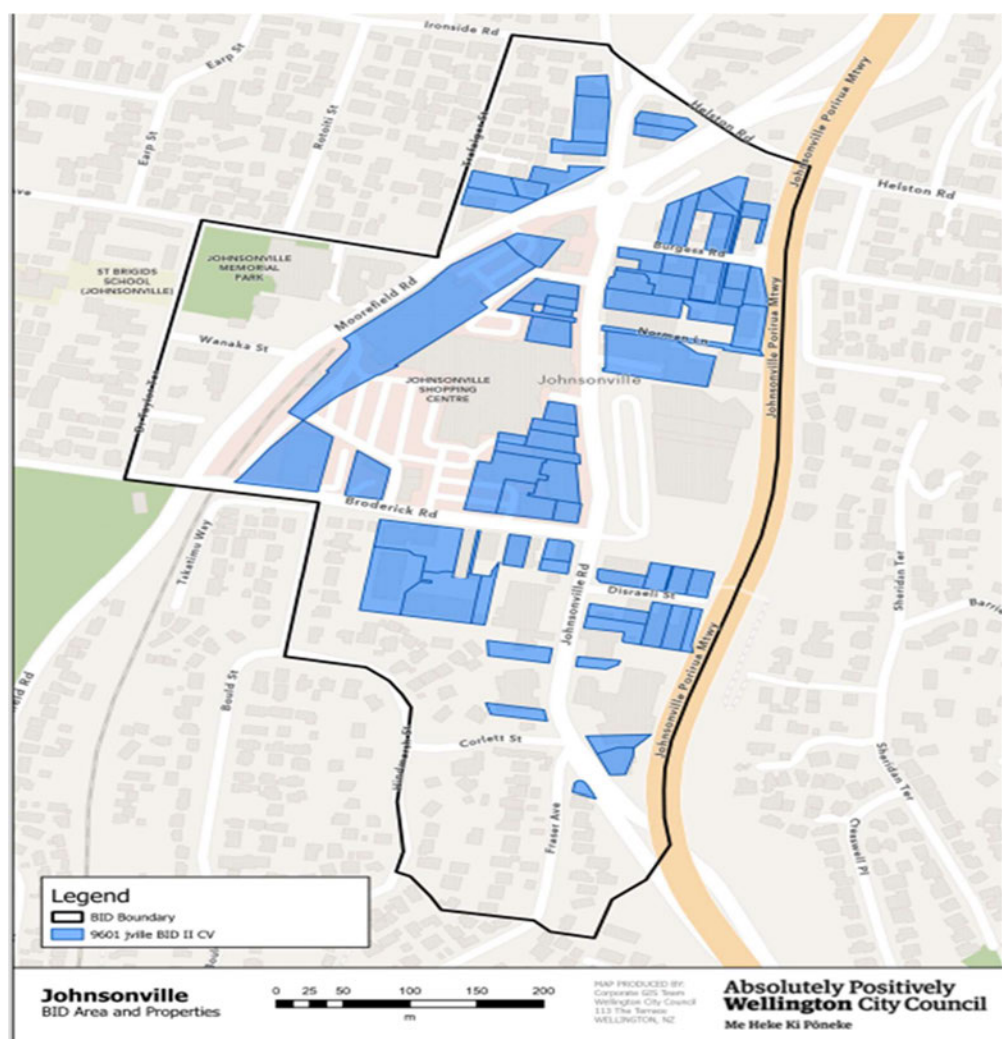
The graphic shows the boundaries of the Karori BID

Johnsonville Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Johnsonville business network.

This rate is assessed on all rating units within the Johnsonville Business Improvement District area (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.



2023/24 Funding Impact Statement - Rates Funding Statement (excluding GST)

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
General Rate	Base	Capital Value	Base differential	\$95,798,143,000	¢0.168632	\$161,546,325
	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential	\$19,905,313,000	¢0.623160	\$124,041,948
	TOTAL					\$285,588,273
Sewerage targeted rate	Base	Fixed amount / rating unit	Base differential per connection status	71637 properties	\$121.15	\$8,678,551
		Capital Value	Base differential per connection status	\$99,376,622,000	¢0.030808	\$30,615,950
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential per connection status	\$16,909,132,000	¢0.149576	\$25,292,003
	TOTAL					\$64,586,504
Water targeted rate	Base	Fixed amount / rating unit	Base differential per connection status without a water meter	62575 properties	\$243.42	\$15,232,007
		Capital Value	Base differential per connection status without a water meter	\$84,237,829,000	¢0.029382	\$24,750,759
	Base	Consumption unit charge	Base differential per connection status with a water meter	n/a	\$4.091 / m3	\$954,703
		Fixed amount / rating unit	Base differential per connection status with a water meter	n/a	\$197.83	\$124,237
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential per connection status without a water meter	\$1,049,288,000	¢0.365581	\$3,835,998
	Commercial, Industrial & Business	Consumption unit charge	Commercial, industrial and business differential per connection status with a water meter	n/a	\$4.091 / m3	\$22,912,861
		Fixed amount / rating unit	Commercial, industrial and business differential per connection status with a water meter	n/a	\$197.83	\$625,934
	TOTAL					\$68,436,498
Stormwater targeted rate	Base	Capital Value	Base differential (excluding land defined in the rural activity area)	\$94,219,235,000	¢0.021132	\$19,910,409
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential (excluding land defined in the rural activity area)	\$17,924,720,000	¢0.032246	\$5,780,005

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
	TOTAL					\$25,690,414
Base sector targeted rate	Base	Capital Value	Base differential	\$95,929,595,000	¢0.012954	\$12,426,720
Commercial sector targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential	\$19,765,260,000	¢0.026390	\$5,216,052
Downtown targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the downtown area	\$13,191,911,000	¢0.131672	\$17,370,053
Tawa driveways targeted rate	Base	Fixed amount / rating unit	Shared residential access driveways maintained by Council in the suburb of Tawa (extent of provision of service)	257 properties	\$133.33	\$34,266
Karori Business Improvement District targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the Karori Business Improvement District area	\$73,526,000	¢0.081604	\$60,000
Khandallah Business Improvement District targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the Khandallah Business Improvement District area	\$27,491,000	¢0.072751	\$20,000
Kilbirnie Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Kilbirnie Business Improvement District area	210 properties	\$500.00	\$105,000
		Capital Value	Commercial, industrial & business differential located in the Kilbirnie Business Improvement District area	\$607,208,000	¢0.007411	\$45,000
	TOTAL					\$150,000
Tawa Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Tawa Business Improvement District area	71 properties	\$520.00	\$36,920
		Capital Value	Commercial, industrial & business differential located in the Tawa Business Improvement District area	\$197,614,000	¢0.029391	\$58,080
	TOTAL					\$95,000
Miramar Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Miramar Business Improvement District area	122 properties	\$365.00	\$44,530

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
		Capital Value	Commercial, industrial & business differential located in the Miramar Business Improvement District area	\$414,302,150	¢0.011099	\$45,985
	TOTAL					\$90,515
Johnsonville Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Johnsonville Business Improvement District area	81 properties	\$520.00	\$42,120
		Capital Value	Commercial, industrial & business differential located in the Johnsonville Business Improvement District area	\$306,464,000	¢0.017255	\$52,880
	TOTAL					\$95,000
TOTAL RATES REQUIREMENT (excluding GST)						\$479,859,295

***Note:**

When rates for ~~2022/2023~~23-24 are assessed, GST will be applied to the final rates. The total rates requirement includes rates remissions but excludes rates penalties which are budgeted separately.

The total rates requirement (excluding GST) differs from the revenue from rates in Forecast Statement of Comprehensive Revenue and Expense as the revenue from rates includes penalties not included in this statement.

Rates Increases

	2024			Year on Year % change		
	Commercial	Base	total	Commercial	Base	total
General Rate	124,041,948	161,546,325	285,588,273	6.6%	6.0%	6.2%
Water Rate	27,374,792	41,061,705	68,436,498	36.3%	36.3%	36.3%
Sewerage Rate	25,292,003	39,294,500	64,586,504	38.6%	37.1%	37.7%
Stormwater rate	5,780,005	19,910,409	25,690,414	-11.4%	-11.4%	-11.4%
Targeted Service rate	5,216,052	12,426,720	17,642,772	-3.0%	22.0%	13.4%
Downtown Levy	17,370,053	0	17,370,053	22.9%		22.9%
BIDs & Tawa Driveways	510,515	34,266	544,781	23.4%	0.0%	21.7%
Total	205,585,369	274,273,924	479,859,295	13.5%	12.4%	12.9%
Growth per sector				0.60%	0.60%	0.60%
Rates increase per sector after growth				12.9%	11.8%	12.3%

Indicative rates

The following table shows the indicative residential and commercial property rates inclusive of GST for a selection of billing categories, based on the 2023/24 budget:

Indicative residential property (for properties without a water meter)			Indicative suburban commercial property rates (for properties with a water meter)*			Indicative downtown commercial property rates (for properties with a water meter)*		
Capital Values	2023/24 Proposed Rates	Increase over 2022/23	Capital Values	2023/24 Proposed Rates	Increase over 2022/23	Capital Values	2023/24 Proposed Rates	Increase over 2022/23
400,000	1,416	13.96%	1,000,000	8,512	9.27%	1,000,000	13,286	16.11%
500,000	1,679	13.48%	1,250,000	10,590	9.17%	1,250,000	16,608	16.11%
600,000	1,942	13.13%	1,500,000	12,668	9.10%	1,500,000	19,929	16.11%
700,000	2,205	12.87%	1,750,000	14,747	9.05%	1,750,000	23,251	16.11%
800,000	2,468	12.66%	2,000,000	16,825	9.02%	2,000,000	26,573	16.11%
900,000	2,731	12.50%	2,250,000	18,904	8.99%	2,250,000	29,894	16.11%
1,000,000	2,994	12.36%	2,500,000	20,982	8.97%	2,500,000	33,216	16.11%
1,100,000	3,257	12.25%	2,750,000	23,061	8.95%	2,750,000	36,537	16.11%
1,200,000	3,519	12.15%	3,000,000	25,139	8.93%	3,000,000	39,859	16.11%
1,300,000	3,782	12.07%	3,250,000	27,217	8.92%	3,250,000	43,180	16.11%
1,400,000	4,045	11.99%	3,500,000	29,296	8.91%	3,500,000	46,502	16.11%
1,500,000	4,308	11.93%	3,750,000	31,374	8.90%	3,750,000	49,823	16.11%
1,600,000	4,571	11.88%	4,000,000	33,453	8.89%	4,000,000	53,145	16.11%
1,700,000	4,834	11.83%	4,250,000	35,531	8.88%	4,250,000	56,467	16.11%
1,800,000	5,097	11.78%	4,500,000	37,610	8.87%	4,500,000	59,788	16.11%
1,900,000	5,360	11.74%	4,750,000	39,688	8.87%	4,750,000	63,110	16.11%
2,000,000	5,623	11.70%	5,000,000	41,766	8.86%	5,000,000	66,431	16.11%

*Excludes water by consumption which are charged based on consumption

Projected property information

Projected property information at 30 June 2022	
Rating Units	81,656
Capital Value	124,201,005,150
Land value	78,997,314,801

Financial statements

Forecast Statement of Comprehensive Revenue and Expense For the year 2023/24

	2022/23 Annual Plan \$000's	2023/24 Annual Plan \$000's	Variance \$000's
REVENUE			
Revenue from rates	426,357	481,110	54,753
Revenue from development contributions	3,500	3,500	0
Revenue from grants, subsidies and reimbursements	40,277	184,634	144,357
Revenue from operating activities	167,489	174,811	7,322
Investments	12,294	22,427	10,133
Fair value movement on investment property revaluation	7,046	13,883	6,837
Vested asset revenue	0	100	100
Other revenue	1,101	1,963	862
Finance Revenue	13	13	0
TOTAL REVENUE	658,077	882,440	224,363
EXPENSE			
Finance expense	41,375	60,972	19,597
Expenditure on operating activities	497,220	560,161	62,941
Depreciation and amortisation	187,605	196,468	8,863
TOTAL EXPENSE	726,200	817,601	91,401
NET SURPLUS FOR THE YEAR	(68,123)	64,840	132,963
OTHER COMPREHENSIVE INCOME			
Fair value movement - property, plant and equipment (net)	0	0	0
Share of equity accounted surplus from associates			
TOTAL OTHER COMPREHENSIVE INCOME	0	0	0
TOTAL COMPREHENSIVE INCOME FOR THE YEAR	(68,123)	64,840	132,963

Prospective Statement of Financial Position For the year 2023/24

	2022/23 Annual Plan \$'000's	2023/24 Annual Plan \$'000	Variance \$'000
ASSETS			
Current Assets			
Cash and cash equivalents	26,481	40,330	13,849
Investments	112,500	205,716	93,216
Receivables and recoverables	69,915	87,324	17,409
Inventories	787	944	157
Other financial assets	0	0	0
Prepayments	19,123	22,426	3,303
Total Current Assets	228,806	356,741	127,935
Non Current Assets			
Derivatives - non-current assets	7,821	58,191	50,370
Other financial assets	19,581	29,297	9,716
Intangible Assets	41,617	50,832	9,215
Investment Properties	296,513	308,427	11,914
Property, plant and equipment	10,492,077	11,029,147	537,070
Investment in subsidiaries	5,998	5,998	0
Investment in associates	19,474	19,474	0
Total Non Current Assets	10,883,081	11,501,366	618,285
Total Assets	11,111,887	11,858,106	746,219
LIABILITIES			
Current Liabilities			
Derivative financial liabilities	1,798	260	(1,538)
Trade and other payables	71,886	112,631	40,745
Deferred revenue	19,751	20,855	1,104
Borrowings	111,816	204,816	93,000
Provisions for other liabilities	5,551	3,756	(1,795)
Employee benefit liabilities and provisions	13,116	13,364	248
Total Current Liabilities	223,918	355,682	131,764
Non Current Liabilities			
Derivative financial liabilities	53,045	523	(52,522)
Borrowings	1,362,430	1,591,343	228,913
Provisions for other liabilities	44,727	27,802	(16,925)
Employee benefit liabilities and provisions	1,246	1,186	(60)
Total Non Current Liabilities	1,461,448	1,620,854	159,406
Total Liabilities	1,685,366	1,976,535	291,169

Net Assets	9,426,521	9,881,571	455,050
Equity			
Accumulated funds and retained earnings	5,010,862	5,159,690	148,828
Revaluation reserves	4,437,653	4,637,773	200,120
Hedging Reserve	(47,022)	57,624	104,646
Fair value through other comprehensive income reserve	6,029	6,854	825
Restricted funds	18,999	19,630	631
Total Equity	9,426,521	9,881,571	455,050

Prospective Statement of Changes in Equity For the year 2023/24

	2022/23 Annual Plan \$000's	2023/24 Annual Plan \$000's	Variance \$000's
Equity - opening balances			
Accumulated funds and retained earnings	5,078,999	5,094,854	15,855
Revaluation reserves	4,437,653	4,637,773	200,120
Hedging reserve	(47,022)	57,624	104,646
Fair value through other comprehensive revenue and expense reserve	6,029	6,854	825
Restricted funds	18,985	19,626	641
Total Equity - opening balances	9,494,644	9,816,731	322,087
Changes in Equity			
<i>Retained earnings</i>			
Net surplus for the year	(68,123)	64,840	132,963
Transfer to restricted funds	(3,439)	(19)	3,420
Transfer from restricted funds	3,425	15	(3,410)
Transfer from revaluation reserves	-	-	
Transfer to revaluation reserves	-	-	
<i>Revaluation reserves</i>			
Fair value movement - property, plant and equipment - net	-	-	
Transfer to retained earnings	-	-	
<i>Hedging reserve</i>			
Movement in hedging reserve	-	-	
<i>Fair value through other comprehensive revenue and expense reserve</i>			
Movement in fair value	-	-	
<i>Restricted Funds</i>			
Transfer from retained earnings	3,439	19	(3,420)
Transfer to retained earnings	(3,425)	(15)	3,410
Total comprehensive revenue and expense	(68,123)	64,840	132,963
Net Equity - Closing Balances			
Accumulated funds and retained earnings	5,010,862	5,159,690	148,828
Revaluation reserves	4,437,653	4,637,773	200,120
Hedging reserve	(47,022)	57,624	104,646
Fair value through other comprehensive revenue and expense reserve	6,029	6,854	825
Restricted funds	18,999	19,630	631
Total Equity - closing balances	9,426,521	9,881,571	455,050

Prospective Statement of Cash Flows For the year 2023/24

	2022/23 Annual Plan \$000's	2023/24 Annual Plan \$000's	Variance \$000's
Cash flows from operating activities			
Receipts from rates – Council	427,313	480,105	52,792
Receipts from rates - Greater Wellington Regional Council	89,736	101,033	11,297
Receipts from activities and other income	169,761	171,568	1,807
Receipts from grants and subsidies - operating	9,558	19,599	10,041
Receipts from grants and subsidies - capital	32,014	43,168	11,154
Receipts from investment property lease rentals	10,394	11,527	1,133
Cash paid to suppliers and employees	(444,333)	(463,245)	(18,912)
Rates paid to Greater Wellington Regional Council	(89,736)	(101,033)	(11,297)
Grants paid	(48,944)	(59,321)	(10,377)
Net GST (paid) / received			
Net cash flows from operating activities	155,763	203,401	47,638
Cash flows from investing activities			
Dividends received	1,900	10,900	9,000
Interest received	13	13	-
Loan repayments	-	-	-
Proceeds from sale of investment properties	-	-	-
Proceeds from sale of property, plant and equipment	5,400	9,834	4,434
Proceeds from sale of intangibles	-	-	-
Increase / (decrease) in investments	-	-	-
Purchase of investment properties	-	-	-
Purchase of intangibles	(5,038)	(3,062)	1,976
Purchase of property, plant and equipment	(399,420)	(454,794)	(55,374)
			-
Net cash flows from investing activities	(397,145)	(437,109)	(39,964)
Cash flows from financing activities			
New borrowings	507,234	521,570	14,336
Repayment of borrowings	(209,000)	(204,816)	4,184
Interest paid on borrowings	(41,375)	(60,972)	(19,597)
Net cash flows from investing activities	256,859	255,782	(1,077)
Net increase/(decrease) in cash and cash equivalents	15,477	22,073	6,596
Cash and cash equivalents at beginning of year	11,004	18,257	7,253
Cash and cash equivalents at end of year	26,481	40,330	13,849

Prospective statement of changes in restricted funds for the period ended 2023/24

	Opening balance 2023/24 \$000	Deposits \$000	Expenditure \$000	Closing balance 2023/24 \$000	Purpose
Special reserves and funds					
Reserve purchase and development fund	782	-	-	782	
City growth fund	4,513	-	-	4,513	
Insurance reserve	13,836	-	-	13,836	Allows the Council to meet the uninsured portion of insurance claims
Total special reserves and funds	19,131	-	-	19,131	
Trusts and bequests					
A Graham Trust	4	-	-	4	For the upkeep of a specific area of Karori Cemetery
A W Newton Bequest	372	16	(15)	373	For the benefit of art (Fine Arts Wellington), education (technical and other night schools) and athletics (rowing)
E A McMillan Estate	6	-	-	6	For the benefit of the public library
E Pengelly Bequest	20	-	-	20	For the purchase of children's books
F L Irvine Smith Memorial	9	-	-	9	For the purchase of books for the Khandallah Library
Greek NZ Memorial Association	5	-	-	5	For the maintenance and upgrade of the memorial
Kidsarus 2 Donation	5	1	-	6	For the purchase of children's books
Kirkaldie and Stains Donation	17	-	-	17	For the beautification of the BNZ site
QEII Memorial Book Fund	25	1	-	26	For the purchase of books on the Commonwealth
Schola Cantorum Trust	9	1	-	10	For the purchase of musical scores
Terawhiti Grant	10	-	-	10	To be used on library book purchases
Wellington Beautifying Society Bequest	14	-	-	14	To be used on library book purchases
Total trusts and bequests	495	19	(15)	499	
Total restricted funds	19,626	19	(15)	19,630	

Explanation of surplus/deficit

The following are items that are presented in the Prospective Statement of Comprehensive Revenue and Expense but do not offset rates.

	2023/24
	\$000s
Balanced Budget	0
Depreciation not funded by rates	(70,344)
Revenue received for capital purposes	169,599
Ring-fenced expenditure	(18,732)
Items funded from prior year surpluses	(2,860)
Operational expenditure funded through other funding mechanisms	(26,706)
Fair value movement on investment property revaluation	13,883
Total Surplus / (Deficit)	64,840

Summary of accounting policies

The following indicative financial statements show the 2023/24 financial year's income and expenditure, and financial position.

Balanced budget

The Council operates a "balanced budget". This means that rates only fund what is required to pay for the services delivered each year.

Note that the prospective statement of comprehensive financial performance shows a deficit, this is due to the change in the approach of funding "3 waters" depreciation from rates to debt funding of this operational expenditure to an amount equal to the difference between depreciation and capital expenditure renewals. This change in rate funding approach has arisen from the revaluation of water assets which has increased significantly in value and that of depreciation expense after the consultation period of the Annual Plan. Which meant residents weren't able to be advised of this impact on rates prior to consultation.

So although there is a net deficit, the Council does not budget or rate to make an operating profit or deficit.

The Funding and Financial Statements attached are based on the project and programmes outlined and are informed by the Financial Strategy and significant forecasting assumptions.

Reporting entity

Wellington City Council is a territorial local authority governed by the Local Government Act 2002.

The primary objective of the Council is to provide goods or services for community or social benefits rather than making a financial return. As a defined public entity under the Public Audit Act 2001, for the purposes of financial reporting, the Council is audited by the Auditor General, and is classed as a Public Sector Public Benefit Entity.

These prospective financial statements are for Wellington City Council (the Council) as a separate legal entity. Consolidated prospective financial statements comprising the Council and its controlled entities, joint ventures and associates have not been prepared.

Basis of preparation

Statement of compliance

The prospective financial statements have been prepared in accordance with the requirements of the Local Government Act 2002, which includes the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZ GAAP).

The prospective financial statements have been prepared to comply with Public Benefit

Entity Accounting Standards (PBE Accounting Standards) for a Tier 1 entity. A Tier 1 entity is defined as being either publicly accountable or large (i.e. expenses over \$30m).

The reporting period for these prospective financial statements is the 9-year period ending 30 June 2031. The prospective financial statements are presented in New Zealand dollars, rounded to the nearest thousand (\$000), unless otherwise stated.

The accounting policies set out below have been applied consistently to all periods presented in these prospective financial statements.

Measurement base

The measurement basis applied is historical cost, modified by the revaluation of certain assets and liabilities as identified in this summary of significant accounting policies. The accrual basis of accounting has been used unless otherwise stated.

For the assets and liabilities recorded at fair value, fair value is defined as the amount for which an item could be exchanged, or a liability settled, between knowledgeable and willing parties in an arm's-length transaction. For investment property, non-current assets classified as held for sale and items of property, plant and equipment which are revalued, the fair value is determined by reference to market value. The market value of a property is the estimated amount for which a property could be exchanged on the date of valuation between a willing buyer and a willing seller in an arm's-length transaction.

Amounts expected to be recovered or settled more than one year after the end of the reporting period are recognised at their present value. The present value of the estimated future cash flows is calculated using applicable inflation factors and a discount rate.

Judgements and estimations

The preparation of prospective financial statements using PBE accounting standards requires the use of judgements, estimates and assumptions. Where material, information on the main assumptions is provided in the "Significant forecasting assumptions".

The estimates and assumptions are based on historical experience as well as other factors that are believed to be reasonable under the circumstances. Subsequent actual results may differ from these estimates and these variations may be material.

The estimates and assumptions are reviewed on an ongoing basis and adjustments are made where necessary.

Revenue

Revenue comprises rates, revenue from operating activities, investment revenue, gains, finance 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.

Revenue from exchange transactions

Revenue from exchange transactions arises where the Council provides goods or services to another entity or individual and directly receives approximately equal value in a willing arm's length transaction (primarily in the form of cash in exchange).

Revenue from non-exchange transactions

Revenue from non-exchange transactions arises from transactions that are not exchange transactions. Revenue from non-exchange transaction arises when the Council receives value from another party without giving approximately equal value directly in exchange for the value received.

An inflow of resources from a non-exchange transaction recognised as an asset, is recognised as revenue, except to the extent that a liability is also recognised in respect of the same inflow.

As the Council satisfies a present obligation recognised as a liability in respect of an inflow of resources from a non-exchange transaction recognised as an asset, it reduces the carrying amount of the liability recognised and recognises an amount of revenue equal to that reduction.

Approximately equal value

Approximately equal value is considered to reflect a fair or market value, which is normally commensurate with an arm's length commercial transaction between a willing buyer and willing seller. Some goods or services that the Council provides (e.g. the sale of goods at market rates) are defined as being exchange transactions. Only a few services provided by the Council operate on a full user pays, cost recovery or breakeven basis and these are considered to be exchange transactions unless they are provided at less than active and open market prices.

Most of the services that the Council provides for a fee are subsidised by rates and therefore do not constitute an approximately equal exchange. Accordingly, most of the Council's revenue is categorised as non-exchange.

Specific accounting policies for major categories of revenue are outlined below:

Rates

Rates are set annually by resolution from the Council and relate to a particular financial year. All ratepayers are invoiced within the financial year for which the rates have been set. Rates revenue is recognised in full as at the date when rate assessment notices are sent to the ratepayers. Rates are a tax as they are payable under the Local Government Ratings Act 2002 and are therefore defined as non-exchange.

Water rates by meter are regulated in the same way as other rates and are taxes that use a specific charging mechanism to collect the rate. However, as the water rates are primarily charged on a per unit of consumption basis, water rates by meter are considered to be more in the nature of an exchange transaction. Revenue from water rates by meter is recognised as an accrual based on usage.

Operating activities

Revenue from operating activities is generally measured at the fair value of consideration received or receivable.

The Council undertakes various activities as part of its normal operations, some of which generate revenue, but generally at below market rates.

The following categories (except where noted) are classified as transfers, which are non-exchange transactions other than taxes.

- **Grants, subsidies and reimbursements**

Grants and subsidies are recognised as revenue immediately except to the extent a liability is also recognised in respect of the same grant or subsidy. A liability is recognised when the grant or subsidy received are subject to a condition such that the Council has the obligation to return those funds received in the event that the conditions attached to them are breached. As the Council satisfies the conditions, the carrying amount of the liability is reduced and an equal amount is recognised as revenue.

Reimbursements (eg NZ Transport Agency roading claim payments) are recognised upon entitlement, which is when conditions relating to the eligible expenditure have been fulfilled.

- **Development contributions**

Development contributions are recognised as revenue when the Council provides, or is able to provide, the service for which the contribution was charged. In the event that the Council is unable to provide the service immediately, or the development contribution is refundable, the Council will recognise an asset and a liability and only recognise revenue when the Council has met the obligation for which the development contribution was charged.

- **Rendering of services**

Revenue from exchange transactions is recognised by reference to the stage of completion of the transaction at the reporting date.

Revenue from the rendering of services where the service provided is non-exchange is recognised when the transaction occurs to the extent that a liability is not also recognised.

- **Fines and penalties**

Revenue from fines and penalties (e.g. traffic and parking infringements, library overdue book fines) is recognised when infringement notices are issued or when the fines/penalties are otherwise imposed. In particular the fair value of parking related fines is determined based on the probability of collection considering previous collection history and a discount for the time value of money.

- **Sale of goods**

The sale of goods is classified as exchange revenue. Sale of goods is recognised when products are sold to the customer and all risks and rewards of ownership have transferred to the customer.

Investment revenues

Dividends

Dividends from equity investments, other than those accounted for using equity accounting, are classified as exchange revenue and are recognised when the Council's right to receive payment has been established.

Investment property lease rentals

Lease rentals (net of any incentives given) are classified as exchange revenue and recognised on a straight-line basis over the term of the lease unless another systematic basis is more representative of the time pattern in which benefits derived from the leased asset is diminished.

Other revenue

Donated, subsidised or vested assets

Where a physical asset is acquired for nil or nominal consideration, with no conditions attached, the fair value of the asset received is recognised as non-exchange revenue when the control of the asset is transferred to the Council.

Gains

Gains include additional earnings on the disposal of property, plant and equipment and movements in the fair value of financial assets and liabilities.

Finance revenue

Interest

Interest revenue is exchange revenue and recognised using the effective interest rate method.

Donated services

The Council benefits from the voluntary service of many Wellingtonians in the delivery of its activities and services (eg beach cleaning and Otari-Wilton's Bush guiding and planting). Due to the difficulty in determining the precise value of these donated services with sufficient reliability, donated services are not recognised in these prospective financial statements.

Expenses

Specific accounting policies for major categories of expenditure are outlined below:

Operating activities

Grants and sponsorships

Expenditure is classified as a grant or sponsorship if it results in a transfer of resources (eg cash or physical assets) to another entity or individual in return for compliance with certain conditions relating to the operating activities of that entity. It includes any expenditure arising from a funding arrangement with another entity that has been entered into to achieve the objectives of the Council. Grants and sponsorships are distinct from donations that are discretionary or charitable gifts. Where grants and sponsorships are discretionary until payment, the expense is recognised when the payment is made. Otherwise, the expense is recognised when the specified criteria have been fulfilled.

Finance expense

Interest

Interest expense is recognised using the effective interest rate method. All borrowing costs are expensed in the period in which they are incurred.

Depreciation and amortisation

Depreciation of property, plant and equipment and amortisation of intangible assets are charged on a straight-line basis over the estimated useful life of the associated assets.

Taxation

The Council, as a local authority, is only liable for income tax on the surplus or deficit for the year derived from any Council controlled trading organisations and comprises current and deferred tax.

Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the end of the reporting period, plus any adjustment to tax payable in respect of previous periods.

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 assets and liabilities, and the unused tax losses using tax rates enacted or substantively enacted at the end of the reporting period. Deferred income tax assets are recognised to the extent that it is probable that future taxable profit will be available against which they can be utilised.

Goods and services tax (GST)

All items in the prospective financial statements are exclusive of GST, except for 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.

Financial instruments

Financial classification

Financial instruments include financial assets (measured at amortised cost, measured at fair value through surplus or deficit or measured at fair value through other comprehensive revenue and expense), financial liabilities (measured at amortised cost) and derivative financial instruments. Financial instruments are initially recognised on trade-date at their fair value plus transaction costs. Subsequent measurement of financial instruments depends on the classification determined by the Council. Financial assets are derecognised when the rights to receive cash flows have expired or have been transferred and the Council has transferred substantially all the risks and rewards of ownership.

Financial instruments are classified into the categories outlined below based on the purpose for which they were acquired. The classification is determined at initial recognition and re-evaluated at the end of each reporting period.

Financial assets

Financial assets are classified as either financial assets at amortised cost, financial assets at fair value through surplus or deficit or financial assets at fair value through other comprehensive revenue and expense.

Financial assets at amortised cost comprise cash and cash equivalents, trade and other receivables and loans and deposits.

Cash and cash equivalents comprise cash balances and call deposits with maturity dates of 3 months or less.

Receivables and recoverables have fixed or determinable payments. They arise when the Council provides money, goods or services directly to a debtor, and has no intention of trading the receivable or recoverable.

Loans and deposits include loans to other entities (including subsidiaries and associates), and bank deposits with maturity dates of more than 3 months.

Financial assets in this category are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Fair value is estimated as the present value of future cash flows, discounted at the market rate of interest at the reporting date for assets of a similar maturity and credit risk. Receivables and recoverables due in less than 12 months are recognised at their nominal value.

Financial assets at fair value through other comprehensive revenue and expense relate to equity investments that are held by the Council for long-term strategic purposes and therefore are not intended to be sold. Financial assets at fair value through other comprehensive revenue and expense are initially recorded at fair value plus transaction costs. They are subsequently measured at fair value and changes, other than impairment losses, are recognised directly in a reserve within equity. On disposal, the cumulative fair value gain or loss previously recognised directly in other comprehensive revenue and expense is recognised within surplus or deficit.

Impairment losses are recognised based on an “expected loss model” which requires the Council to look at forward-looking, current and historic information when assessing impairment. As there are statutory remedies to recover unpaid rates, rates penalties and water meter charges, no provision has been made for impairment in respect of these receivables.

Financial liabilities

Financial liabilities comprise payables under exchange transactions, taxes, transfers and borrowings. Financial liabilities with duration of more than 12 months are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Amortisation is recognised within surplus or deficit. Financial liabilities with duration of less than 12 months are recognised at their nominal value.

On disposal any gains or losses are recognised within surplus or deficit.

Derivatives

Derivative financial instruments include interest rate swaps used to hedge exposure to interest rate risk on borrowings. Derivatives are initially recognised at fair value, based on quoted market prices, and subsequently remeasured to fair value at the end of each reporting period. Fair value is determined by reference to quoted prices for similar instruments in active markets. Derivatives that do not qualify for hedge accounting are classified as non-hedged and fair value gains or losses are recognised within surplus or deficit.

Recognition of fair value gains or losses on derivatives that qualify for hedge accounting depends on the nature of the item being hedged. Where a derivative is used to hedge variability of cash flows (cash flow hedge), the effective part of any gain or loss is recognised within other comprehensive revenue and expense while the ineffective part is recognised within surplus or deficit. Gains or losses recognised in other comprehensive revenue and expense transfer to surplus or deficit in the same periods as when the hedged item affects the surplus or deficit. Where a derivative is used to hedge variability in the fair value of the Council's fixed rate borrowings (fair value hedge), the gain or loss is recognised within surplus or deficit.

As per the International Swap Dealers' Association (ISDA) master agreements, all swap payments or receipts are settled net.

Investment properties

Investment properties are properties that are held primarily to earn rental revenue or for capital growth or both. These include the Council's ground leases, and certain land and buildings.

Investment properties exclude those properties held for strategic purposes or to provide a social service. This includes properties that generate cash inflows as the rental revenue is incidental to the purpose for holding the property. Such properties include the Council's social housing assets, which are held within operational assets in property, plant and equipment. Borrowing costs incurred during the construction of investment property are not capitalised.

Investment properties are measured initially at cost and subsequently measured at fair value, determined annually by an independent registered valuer. Any gain or loss arising is recognised within surplus or deficit. Investment properties are not depreciated.

Non-current assets classified as held for sale

Non-current assets held for sale are separately classified as their carrying amount will be recovered through a sale transaction rather than through continuing use. A non-current asset is classified as held for sale where:

- the asset is available for immediate sale in its present condition subject only to terms that are usual and customary for sales of such assets
- a plan to sell the asset is in place and an active programme to locate a buyer has been initiated
- the asset is being actively marketed for sale at a price that is reasonable in relation to its current fair value
- the sale is expected to occur within 1 year or beyond 1 year where a delay has occurred that is caused by events beyond the Council's control and there is sufficient evidence the Council remains committed to sell the asset
- actions required to complete the sale indicate it is unlikely that significant changes to the plan will be made or the plan will be withdrawn.

A non-current asset classified as held for sale is recognised at the lower of its carrying amount or fair value less costs to sell. Impairment losses on initial classification are included within surplus or deficit.

Property, plant and equipment

Property, plant and equipment consists of operational assets, restricted assets and infrastructure assets.

Operational assets include land, the landfill post-closure asset, buildings, the Civic Centre complex, the library collection, and plant and equipment.

Restricted assets include art and cultural assets, restricted buildings, parks and reserves and the Town Belt. These assets provide a benefit or service to the community and in most cases cannot be disposed of because of legal or other restrictions.

Infrastructure assets include the roading network, water, waste and drainage reticulation networks, service concession assets and infrastructure land (including land under roads). Each asset type includes all items that are required for the network to function.

Vested assets are those assets where ownership and control are transferred to the Council from a third party (e.g. infrastructure assets constructed by developers and transferred to the Council on completion of a subdivision). Vested assets are recognised within their respective asset classes as above.

Heritage assets are tangible assets with historical, artistic, scientific, technological, geophysical or environmental qualities that are held and maintained principally for their contribution to knowledge and culture. The Council recognises these assets within these prospective financial statements to the extent their value can be reliably measured.

Recognition

Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits of an existing asset. Costs that do not meet the criteria for capitalisation are expensed.

Measurement

Property, plant and equipment is recognised initially at cost, unless acquired for nil or nominal cost (e.g. vested assets), in which case the asset is recognised at fair value at the date of transfer. The initial cost of property, plant and equipment includes the purchase consideration (or the fair value in the case of vested assets), 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.

Borrowing costs incurred during the construction of property, plant and equipment are not capitalised.

After initial recognition, certain classes of property, plant and equipment are revalued to fair value. Where there is no active market for an asset, fair value is determined by optimised depreciated replacement cost.

Specific measurement policies for categories of property, plant and equipment are shown below:

Operational assets

Plant and equipment and the Civic Centre complex are measured at historical cost and not revalued.

Library collections are valued at depreciated replacement cost on a 3-year cycle by the Council's library staff in accordance with guidelines outlined in Valuation Guidance for Cultural and Heritage Assets, published by the Treasury Accounting Team, November 2002.

Land and buildings are valued by independent registered valuers, at fair value, on a 3-year cycle, or whenever the carrying amount differs materially to fair value.

Restricted assets

Art and cultural assets (artworks, sculptures and statues) are valued at historical cost. All other restricted assets (buildings, parks and reserves and the Town Belt) were valued at fair value as at 30 June 2005 by independent registered valuers. The Council has elected to use the fair value of other restricted assets at 30 June 2005 as the deemed cost of the assets. These assets are no longer revalued. Subsequent additions have been recorded at cost.

Infrastructure assets

Infrastructure assets (the roading network, water, waste and drainage reticulation networks including service concession arrangement assets (wastewater treatment plants) are valued at optimised depreciated replacement cost on a regular basis or, whenever the carrying amount differs materially to fair value, by independent registered valuers. Infrastructure valuations are based on current quotes from actual suppliers. As such, they include ancillary costs such as

breaking through seal, traffic control and rehabilitation. Between valuations, expenditure on asset improvements is capitalised at cost.

Infrastructure land (excluding land under roads) is valued at fair value on a regular basis or, whenever the carrying amount differs materially to fair value.

Land under roads, which represents the corridor of land directly under and adjacent to the Council's roading network was valued as at 30 June 2005 at the average value of surrounding adjacent land discounted by 50 percent to reflect its restricted nature. The Council elected to use the fair value of land under roads at 30 June 2005 as the deemed cost of the asset. Land under roads is no longer revalued. Subsequent additions have been recorded at cost.

The service concession arrangement assets consist of the Moa Point, Western (Karori) and Carey's Gulley wastewater treatment plants, which are owned by the Council but operated by Veolia Water under agreement. These assets are included within and valued consistently with waste infrastructure network assets.

The carrying values of revalued property, plant and equipment are reviewed at the end of each reporting period to ensure that those values are not materially different to fair value.

Revaluations

The result of any revaluation of the Council's property, plant and equipment is recognised within other comprehensive revenue and expense and taken to the asset revaluation reserve. Where this results in a debit balance in the reserve for a class of property, plant and equipment, the balance is included in the surplus or deficit. Any subsequent increase on revaluation that offsets a previous decrease in value recognised within surplus or deficit will be recognised firstly, within surplus or deficit up to the amount previously expensed, with any remaining increase recognised within other comprehensive revenue and expense and in the revaluation reserve for that class of property, plant and equipment.

Accumulated depreciation at the revaluation date is eliminated so that the carrying amount after revaluation equals the revalued amount.

While assumptions are used in all revaluations, the most significant of these are in infrastructure. For example, where stormwater, wastewater and water supply pipes are underground, the physical deterioration and condition of assets are not visible and must therefore be estimated. Any revaluation risk is minimised by performing a combination of physical inspections and condition modelling assessments.

Impairment

The Council's assets are defined as cash generating if the primary purpose of the asset is to provide a commercial return. Non-cash generating assets are assets other than cash generating assets.

The carrying amounts of cash generating property, plant and equipment assets are reviewed at least annually to determine if there is any indication of impairment. Where an assets, or class of assets, recoverable amount is less than it's 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 within surplus or deficit unless the asset is carried at a revalued amount in which case any impairment loss is treated as a revaluation decrease and recorded within other comprehensive revenue and expense.

The carrying amounts of non-cash generating property, plant and equipment assets are reviewed at least annually to determine if there is any indication of impairment. Where an assets, or class of assets, recoverable service amount is less than it's carrying amount it will be reported at its recoverable service amount and an impairment loss will be recognised. The recoverable service amount is the higher of an item's fair value less costs to sell and value in use. A non-cash generating asset's value in use is the present value of the asset's remaining service potential. Losses resulting from impairment are reported within surplus or deficit unless the asset is carried at a revalued amount in which case any impairment loss is treated as a revaluation decrease and recorded within other comprehensive revenue and expense.

Disposal

Gains and losses arising from the disposal of property, plant and equipment are recognised within surplus or deficit in the period in which the transaction occurs. Any balance attributable to the disposed asset in the asset revaluation reserve is transferred to retained earnings.

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.

Depreciation

Depreciation is provided on all property, plant and equipment, with certain exceptions. The exceptions are land, restricted assets other than buildings, 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 assessed residual value) over its estimated useful life. The estimated useful life ranges of the major classes of property, plant and equipment are as follows:

Estimated useful lives of tangible assets

Asset Category	Useful Life (years)
Operational assets	
Land	unlimited
Buildings:	
Structure	20 – 100
Roof	20 – 90
Interior	5 – 100
Services	5 – 100
Civic Precinct	2 – 67
Plant and equipment	1 – 100
Library collection	4 – 11
Infrastructure assets:	
Land (including land under roads)	unlimited
Roadway:	
Road pavement	10 – 40
Retaining / sea walls	50 – 100
Kerb and channel	10 – 60
Structures - other sea defences	100 – 250
Tunnels - structure and services	20 – 175
Bridges	90 – 110

Drainage, waste and water:	
Pipes	60 – 110
Reservoirs	25 – 90
Pump stations	32 – 105
Fittings	25 – 70
Restricted assets (excluding buildings)	unlimited

The large variations in the range of lives for infrastructural assets is due to these assets being managed and depreciated by individual component rather than as a whole asset.

The useful lives are updated after each revaluation cycle and are reflected in the new depreciation rates that will apply.

The landfill post closure asset is depreciated over the life of the landfill based on the capacity of the landfill.

Intangible assets

Intangible assets predominantly comprise computer software and carbon credits. They are recorded at cost less any subsequent amortisation and impairment losses.

Computer software has a finite economic life and amortisation is charged to surplus or deficit on a straight-line basis over the estimated useful life of the asset. Typically, the estimated useful life range of these assets are as follows:

Estimated useful lives of intangible assets

Asset Category	Useful Life (years)
Computer software	2 - 11

Carbon credits comprise either allocations of emission allowances granted by the Government related to forestry assets or units purchased in the market to cover liabilities associated with landfill operations. Carbon credits are recognised at cost at the date of allocation or purchase.

Gains and losses arising from disposal of intangible assets are recognised within surplus or deficit 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 within surplus or deficit.

Research and development

Research costs are expensed as incurred. Development expenditure on individual projects is capitalised and recognised as an asset when it meets the definition and criteria for capitalisation as an asset and it is probable that the Council will receive future economic benefits from the asset. Assets which have finite lives are stated at cost less accumulated amortisation and are amortised on a straight-line basis over their useful lives.

Leases

Operating leases as lessee

Leases where the lessor retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under operating leases are recognised within surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised within surplus or deficit over the term of the lease as they form an integral part of the total lease payment.

Operating leases as lessor

The Council leases investment properties and a portion of land and buildings. Rental revenue is recognised on a straight-line basis over the lease term .

Finance leases

Finance leases transfer to the Group (as lessee) substantially all the risks and rewards of ownership of the leased asset. Initial recognition of a finance lease results in an asset and liability being recognised at amounts equal to the lower of the fair value of the leased property or the present value of the minimum lease payments.

The finance charge is released to surplus or deficit over the lease period and the capitalised values are amortised over the shorter of the lease term and the useful life of the leased item.

Employee benefit liabilities

A provision for employee benefit liabilities (holiday leave, long-service leave and retirement gratuities) is recognised as a liability when benefits are earned but not paid .

Holiday leave

Holiday leave includes annual leave, long-service leave, statutory time off in lieu and ordinary time off in lieu. Annual leave is calculated on an actual entitlement basis in accordance with section 21(2) of the Holidays Act 2003.

Retirement gratuities

Retirement gratuities are calculated on an actuarial basis based on the likely future entitlements accruing to employees, after taking into account years of service, years to entitlement, the likelihood that employees will reach the point of entitlement, and other contractual entitlements information.

Other contractual entitlements

Other contractual entitlements include termination benefits, which are recognised within surplus or deficit only when there is a demonstrable commitment to either terminate employment prior to normal retirement date or to provide such benefits as a result of an offer to encourage voluntary redundancy. 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

Provisions are recognised for future liabilities of uncertain timing or amount when there is a present obligation as a result of a past event, it is probable that expenditure will be required to settle the obligation and a reliable estimate of the obligation can be made. Provisions are measured at the expenditure expected to be required to settle the obligation. Liabilities and provisions to be settled beyond 12 months are recorded at their present value.

Landfill post-closure costs

The Council, as operator of the Southern Landfill, has a legal obligation to apply for resource consents when the landfill or landfill stages reach the end of their operating life and are to be closed. These resource consents will set out the closure requirements and the requirements for ongoing maintenance and monitoring services at the landfill site after closure. A provision for post-closure costs is recognised as a liability when the obligation for post-closure arises, which is when each stage of the landfill is commissioned and refuse begins to accumulate.

The provision is measured based on the present value of future cash flows expected to be incurred, taking into account future events including known changes to legal requirements and known improvements in technology. The provision includes all costs associated with landfill post-closure including final cover application and vegetation; incremental drainage control features; completing facilities for leachate collection and monitoring; completing facilities for water quality monitoring; completing facilities for monitoring and recovery of gas.

Amounts provided for landfill post-closure are capitalised to the landfill asset. The capitalised landfill asset is depreciated over the life of the landfill based on the capacity used.

Net assets/equity

Net assets or equity is the community's interest in the Council and is measured as the difference between total assets and total liabilities. Net assets or equity is disaggregated and classified into a number of components to enable clearer identification of the specified uses of equity within the Council.

The components of net assets or equity are accumulated funds and retained earnings, revaluation reserves, a hedging reserve, a fair value through other comprehensive revenue and expense reserve and restricted funds (special funds, reserve 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 Council, and that may not be revised without reference to the Courts or third parties. Transfers from these reserves may be made only for specified purposes or when certain specified conditions are met.

Prospective statement of cash flows

Cash and cash equivalents for the purposes of the cash flow statement comprise bank balances, cash on hand and short-term deposits with a maturity of 3 months or less. The prospective statement of cash flows has been prepared using the direct approach subject to the netting of certain cash flows. Cash flows in respect of investments and borrowings that have been rolled over under arranged finance facilities have been netted in order to provide more meaningful disclosures.

Operating activities include cash received from all non-financial revenue sources of the Council and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets and investment revenue. Financing activities

relate to activities that change the equity and debt capital structure of the Council and financing costs.

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 members of the Group and key management personnel. Key management personnel include the Mayor and Councillors as Directors, the Chief Executive and all members of the Executive Leadership Team being key advisors to the Directors and Chief Executive.

The Mayor and Councillors are considered Directors as they occupy the position of a member of the governing body of the Council reporting entity. Directors' remuneration comprises any money, consideration or benefit received or receivable or otherwise made available, directly or indirectly, to a Director during the reporting period. Directors' remuneration does not include reimbursement of authorised work expenses or the provision of work-related equipment such as mobile phones and laptops.

Cost allocation

The Council has derived the cost of service for each significant activity (as reported within the Statements of Service Performance). Direct costs are expensed directly to the activity. Indirect costs relate to the overall costs of running the organisation and include staff time, office space and information technology costs. These indirect costs are allocated as overheads across all activities.

Comparatives

To ensure consistency with the current year, certain comparative information has been reclassified where appropriate. This has occurred:

- where classifications have changed between periods
- where the Council has made additional disclosure in the current year, and where a greater degree of disaggregation of prior year amounts and balances is therefore required
- where there has been a change of accounting policy.

Public Benefit Entity Financial Reporting Standard 42 Prospective Financial Statements (PBE FRS 42)

The Council has complied with PBE FRS 42 in the preparation of these prospective financial statements. In accordance with PBE FRS 42, the following information is provided:

- i. Description of the nature of the entity's current operation and its principal activities

The Council is a territorial local authority, as defined in the Local Government Act 2002. The Council's principal activities are outlined within this annual plan.

- ii. Purpose for which the prospective financial statements are prepared

It is a requirement of the Local Government Act 2002 to present prospective financial statements that span 1 year and include them within the Long-term Plan. This provides an opportunity for ratepayers and residents to review the projected financial results and position of the Council. Prospective financial statements are revised annually to reflect updated assumptions and costs.

iii. Bases for assumptions, risks and uncertainties

The financial information has been prepared on the basis of best estimate assumptions as the future events which the Council expects to take place. The Council has considered factors that may lead to a material difference between information in the prospective financial statements and actual results. These factors, and the assumptions made in relation to the sources of uncertainty and potential effect, are outlined within this Long-term Plan.

iv. Cautionary note

The financial information is a forecast. Actual results are likely to vary from the information presented, and the variations may be material.

v. Other disclosures

These prospective financial statements were adopted as part of the assumptions that form the LTP amendment 2022-31 for issue on 30 June 2022 by Wellington City Council. The Council is responsible for the prospective financial statements presented, including the assumptions underlying prospective financial statements and all other disclosures. The LTP amendment is a forecast and as such contains no actual operating results.

Part D: Ō Kaikaunihera | Your Mayor and Councillors

The Wellington City Council is made up of 15 elected Councillors and a Mayor. The Council is elected, along with all other local authority elected members in New Zealand, every 3 years.

The Mayor is elected by the city's residents. The Councillors are elected by voters from the wards they represent. The wards and number of elected Councillors for each are:

<p>Mayor Tory Whanau Elected: Mayor in 2022 Chair: Te Kaunihera o Pōneke Wellington City Council, and Ngutu Taki CEO Performance Review Committee Contact: mayor@wcc.govt.nz</p>	
<p>Deputy Mayor Laurie Foon Paekawakawa/Southern Ward Elected: 2019 Deputy Chair: Te Kaunihera o Pōneke Wellington City Council, and Ngutu Taki CEO Performance Review Committee Contact: laurie.foon@wcc.govt.nz</p>	<p>Councillor Nureddin Abdurahman Paekawakawa/Southern Ward Elected: 2022 Deputy Chair: Kōrau Mātinitini Social, Cultural, and Economic Committee Contact: nureddin.abdurahman@wcc.govt.nz</p>
<p>Councillor John Apanowicz Takapū/Northern Ward Elected: 2022 Deputy Chair: Kōrau Tōtōpū Long-term Plan, Finance, and Performance Committee Contact: john.apanowicz@wcc.govt.nz</p>	<p>Councillor Tim Brown Motukairangi/Eastern Ward Elected: 2022 Deputy Chair: Kōrau Tūāpapa Environment and Infrastructure Committee Contact: tim.brown@wcc.govt.nz</p>
<p>Councillor Diane Calvert Wharangi/Onslow-Western Ward Elected: 2016 Contact: diane.calvert@wcc.govt.nz</p>	<p>Councillor Ray Chung Wharangi/Onslow-Western Ward Elected: 2022 Contact: ray.chung@wcc.govt.nz</p>
<p>Sarah Free Motukairangi/Eastern Ward Elected: 2013 Chair: Koata Hātepe Regulatory Processes Committee Contact: sarah.free@wcc.govt.nz</p>	<p>Rebecca Matthews Wharangi/Onslow-Western Ward Elected: 2019 Chair: Kōrau Tōtōpū Long-term Plan, Finance, and Performance Committee Contact: rebecca.matthews@wcc.govt.nz</p>
<p>Councillor Ben McNulty Takapū/Northern Ward Elected: 2022 Deputy Chair: Koata Hātepe Regulatory Processes Committee Contact: ben.mculty@wcc.govt.nz</p>	<p>Councillor Teri O'Neill Motukairangi/Eastern Ward Elected: 2019 Chair: Kōrau Mātinitini Social, Cultural, and Economic Committee Contact: teri.oneill@wcc.govt.nz</p>
<p>Councillor Iona Pannett Pukehinau/Lambton Ward Elected: 2007 Contact: iona.pannett@wcc.govt.nz</p>	<p>Councillor Tamatha Paul Pukehinau/Lambton Ward Elected: 2019 Chair: Kōrau Tūāpapa Environment and Infrastructure Committee Contact: tamatha.paul@wcc.govt.nz</p>
<p>Councillor Tony Randle Takapū/Northern Ward Elected: 2022 Deputy Chair: Unaunahi Māhirahira Audit and Risk Committee Contact: Tony.Randle@wcc.govt.nz</p>	<p>Councillor Nīkau Wi Neera Te Whanganui-a-Tara Māori Ward Elected: 2022 Deputy Chair: Kāwai Whakatipu Grants Subcommittee Contact: nikau.wineera@wcc.govt.nz</p>
<p>Councillor Nicola Young Pukehinau/Lambton Ward Elected: 2013 Chair: Kāwai Whakatipu Grants Subcommittee Contact: nicola.young@wcc.govt.nz</p>	<p>Holden Hohaia Pouīwi / Mana Whenua Representative Contact: holden.hohaia@wcc.govt.nz</p>
	<p>Liz Kelly Pouīwi / Mana Whenua Representative Contact: liz.kelly@wcc.govt.nz</p>

Part E: Online Appendix

The following information will be available online at wellington.govt.nz/annual-plan

Changes to Fees and User Charges

The following table outlines our fees and user charges for the 2023/24 financial year.

Environment and infrastructure

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
2.1.2 Botanical Gardens	Begonia House Foyer 4 hours	\$750.00	\$790.00
	Begonia House Foyer 5 hours	\$850.00	\$895.00
	Begonia House Foyer 6 hours	\$950.00	\$1,000.00
	Begonia House Foyer Full Evening	\$1,100.00	\$1,200.00
	Begonia House Foyer - Hourly Rate	\$175.00	\$185.00
	Begonia House Foyer - Sound System	\$150.00	\$160.00
	Begonia House Foyer (staff member support)/hr	\$30.00	\$32.00
	Begonia House Foyer Custodian (Lily House)/hr	\$80.00	\$84.00
	Begonia House Workshop Space/Hr	\$40.00	\$42.00
	Community hire rate - Leonard Cockayne/Treehouse Seminar Room/Discovery Pavilion	\$40.00	\$42.00
	Discovery Garden - Lotions & Potions Space Hourly Rate	\$100.00	\$105.00
	Discovery Garden Pavilion Full day	\$500.00	\$525.00
	Discovery Garden Pavilion Half day	\$300.00	\$315.00
	Discovery Garden Pavilion Hourly rate	\$80.00	\$84.00
	Leonard Cockayne Centre Full day	\$500.00	\$525.00
	Leonard Cockayne Centre Groups <12 Full day	\$500.00	\$525.00
	Leonard Cockayne Centre Groups <12 Half day	\$300.00	\$315.00
	Leonard Cockayne Centre Groups >12 Full day	\$600.00	\$630.00
	Leonard Cockayne Centre Groups >12 Half day	\$400.00	\$420.00
	Leonard Cockayne Centre Half day	\$300.00	\$315.00
	Leonard Cockayne Centre Hourly rate	\$80.00	\$84.00
	Leonard Cockayne Lawn Hourly rate	\$100.00	\$105.00
	Marquee > 100m2	\$1,414.50	\$1,500.00
	Marquee Booking Fee (non-refundable)	\$88.15	\$95.00
	Marquee up to 100m2	\$881.50	\$970.00
	Marquee up to 50m2	\$533.00	\$590.00
	Otari-Wilton's Bush Information Centre Hourly rate	\$65.00	\$70.00
	Otari-Wilton's Bush Meeting Room Hourly rate	\$50.00	\$55.00
	The Dell - Kitchen Access	\$80.00	\$105.00
	The Dell (stage with power)	\$100.00	\$105.00
	The Dell Marquee (100+sqm)	\$900.00	\$1,000.00
	The Dell Marquee (100sqm)	\$580.00	\$640.00
	The Dell Marquee (50sqm)	\$380.00	\$420.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	The Soundshell (stage with power)	\$100.00	\$105.00
	Treehouse Seminar Room Coffee Machine Full Day	\$7.00	\$7.50
	Treehouse Seminar Room Coffee Machine Half Day	\$5.00	\$5.50
	Treehouse Seminar Room Groups <12 Full day	\$500.00	\$525.00
	Treehouse Seminar Room Groups <12 Half day	\$300.00	\$315.00
	Treehouse Seminar Room Groups >12 Full day	\$600.00	\$630.00
	Treehouse Seminar Room Groups >12 Half day	\$400.00	\$420.00
	Treehouse Seminar Room Hourly rate	\$80.00	\$84.00
	Troupe Picnic Lawn (incl. BBQ) Hourly Rate	\$100.00	\$105.00
	Wellington Gardens Cleaning Fee	\$100.00	\$105.00
	Wellington Gardens Community rate	\$45.00	\$42.00
	Wellington Gardens Hourly rate	\$100.00	\$105.00
	Wellington Gardens Large Scale Shutting Garden Areas	\$1,000.00	\$1,500.00
	Wellington Gardens Commercial Photography 1 - 4 hours	\$280.00	\$300.00
	Wellington Gardens Commercial Photography full day 8 hours	\$430.00	\$455.00
	Wellington Gardens Commercial Photography up to 1 hour	\$150.00	\$160.00
	Wellington Gardens Rose Garden Commercial Photography 1 - 4 hours	\$500.00	\$550.00
	Wellington Gardens Rose Garden Commercial Photography full day 8 hours	\$550.00	\$605.00
	Wellington Gardens Rose Garden Commercial Photography up to 1 hour	\$200.00	\$220.00
	Otari-Wilton's Bush Commercial Photography 1 - 4 hours	\$280.00	\$300.00
	Otari-Wilton's Bush Commercial Photography full day 8 hours	\$430.00	\$455.00
	Otari-Wilton's Bush Commercial Photography up to 1 hour	\$150.00	\$160.00
	Wellington Gardens Wedding Photos	\$100.00	\$105.00
	Picnics	\$60.00	\$65.00
	Picnic kit	New service	\$20.00
	Team building activity PP fee	New service	\$4.00
	Bolton Cottage (hourly rate)	New service	\$42.00
	Bolton Cottage (weekly hire)	New service	\$500.00
2.1.5 Town Belts & Reserves	Application fee for Activities (all Activities under the TEPPP)	\$0.00	\$191.50
	Commercial activities at sites (not listed in the TEPPP)	\$0.00	\$1,500.00
	Annual license/permit renewal fee	\$0.00	\$100.00
	Officer time hourly charge (as needed)	\$0.00	\$130.00
	Ranger/Officer assistance above normal duties per hour	\$0.00	\$100.00
	late notice applications (less than 20 working days prior to an activity)	\$0.00	\$300.00
	Park/Reserve or Open Space booking fee/day	\$0.00	\$60.00
	temporary trading site (powered)/day	\$0.00	\$40.00
	temporary trading site (non-powered)/day	\$0.00	\$35.00
	Group fitness classes/day	\$0.00	\$50.00
	Commercial Filming half day	\$0.00	\$280.00
	Commercial Filming full day	\$0.00	\$430.00
	Commercial Photography/day	\$0.00	\$150.00
	Commercial Photography (landscape only) annual fee	\$0.00	\$800.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Per person fee - Commercial tours & guiding, Lessons & Coaching, Race events	\$0.00	\$2.50-\$5.00pp
	Commercial or private events under 150 people	\$0.00	\$350.00
	Commercial or private events 150 to 1000 people	\$0.00	\$640.00
	Commercial or private events over 1000 people	\$0.00	\$1,500.00
	Marquee Booking Fee (non-refundable)	\$0.00	\$88.15
	Marquee up to 50m2/day	\$0.00	\$380.00
	Marquee up to 100m2/day	\$0.00	\$580.00
	Marquee > 100m2/day	\$0.00	\$900.00
2.1.9 Waterfront Public Spaces	Harbourside Market Monthly Fee Small Unpowered	\$180.00	\$190.00
	Harbourside Market Monthly Fee Medium Unpowered	\$255.00	\$265.00
	Harbourside Market Monthly Fee Large Unpowered	\$1,115.00	\$1,130.00
	Harbourside Market Monthly Fee Small Powered	\$215.00	\$225.00
	Harbourside Market Monthly Fee Medium Powered	\$305.00	\$315.00
	Waterfront Food Trucks Daily Unpowered	\$50.00	\$55.00
	Waterfront Food Trucks Daily Powered	\$55.00	\$60.00
	Annual license/permit renewal fee	New service	\$100.00
	Application fee (Mobile trading/Group Fitness/Rec equipment/Commercial activities etc)	New service	\$191.50
	Waterfront - Day - 15 to 20 metres	New service	\$90.00
	Waterfront - Day - 20 to 25 metres	New service	\$110.00
	Waterfront - Day - 25 to 30 metres	New service	\$110.00
	Waterfront - Day - 30 to 40 metres	New service	\$120.00
	Waterfront - Day - Over 40 metres	New service	POA
	Waterfront - Day - under 15 metres	New service	\$60.00
	Waterfront - Key Bond	New service	\$100.00
	Waterfront - Keys/Cards charge	New service	\$25.00
	Waterfront - Month - 15 to 20 metres	New service	\$1,016.50
	Waterfront - Month - 20 to 25 metres	New service	\$1,078.50
	Waterfront - Month - 25 to 30 metres	New service	\$1,366.00
	Waterfront - Month - 30 to 40 metres	New service	\$2,021.00
	Waterfront - Month - Over 40 metres	New service	POA
	Waterfront - Month - Under 15 metres	New service	\$762.50
	Waterfront - Over 40m & 500 GRT	New service	POA
	Waterfront - Under 40m & 500 GRT	New service	\$657.80
	Waterfront - Yearly - 15 - 20 metres	New service	\$12,201.00
	Waterfront - Yearly - 20 - 25 metres	New service	\$12,942.00
	Waterfront - Yearly - 25 - 30 metres	New service	\$16,395.00
	Waterfront - Yearly - 30 - 40 metres	New service	\$24,257.00
	Waterfront - Yearly - Over 40 metres	New service	\$24,257.00
	Waterfront - Yearly - under 15 metres	New service	\$9,142.00
2.2.1 Waste Minimisation	Commercial General Rubbish	\$196.07	\$225.98
	Domestic General Rubbish	\$245.50	\$264.00
	Green Waste	\$80.50	\$92.00
	Sewerage Sludge	\$276.00	\$310.50
	Special waste -asbestos	\$273.70	\$304.75

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Special waste -other	\$231.15	\$262.20
	Contaminated Soil	\$196.07	\$225.98
	Rubbish bags (RRP each)	\$3.29	\$3.50

Social and Recreation

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
5.1.1 Swimming Pools	Adult Swim/Spa/Sauna Combo Concession Pass (10 trip) - WRAC/KSP/Freyberg	\$91.80	\$96.30
	Adult Swim/Spa/Sauna Combo -WRAC/KSP/Freyberg	\$10.20	\$10.70
	Adult Spa/Sauna Top Up - WRAC/KSP/Freyberg	\$3.40	\$3.50
	Tawa Off peak Adult Concession Pass (10 trip)	\$34.00	\$35.00
	Thorndon & Tawa - Spa & Swim Combo Concession Pass (10 Trip)	\$77.40	\$82.80
	Thorndon - 2 hours 0 - 25 people	\$245.00	\$260.00
	WRAC - Spin Concession Pass (10 Trip)	\$117.00	\$153.00
	WRAC - Event Adult Swim	\$6.80	\$7.20
	SwimWell - Adult	\$15.00	\$15.50
	SwimWell - Adapted lessons Holiday Programme	\$20.60	\$21.00
	SwimWell - Adapted lessons	\$20.60	\$21.00
	SwimWell - Infant Holiday Programme	\$12.50	\$13.00
	SwimWell - Infant	\$12.50	\$13.00
	SwimWell - Preschool Holiday Programme	\$12.50	\$13.00
	SwimWell - Preschool	\$12.50	\$13.00
	SwimWell - Private Lesson (2nd Additional Child)	\$30.00	\$31.00
	SwimWell - Private Lesson (1 child)	\$61.50	\$62.00
	SwimWell - School Age Holiday Programme	\$14.50	\$15.00
	SwimWell - School Age	\$14.50	\$15.00
	Swim Membership Aquatic Club Member Adult - Upfront (Yearly)	\$678.30	\$712.22
	Swim Membership Aquatic Club Member Adult - Direct Debit (Monthly)	\$56.53	\$59.35
	Swim Membership Aquatic Club Member Adult - Direct Debit (Fortnightly)	\$26.10	\$27.40
	Swim Membership Adult - Upfront (Yearly)	\$798.00	\$837.90
	Swim Membership Adult - Upfront (3 month)	\$199.50	\$209.48
	Swim Membership Adult - Direct Debit (Monthly)	\$66.50	\$69.83
	Swim Membership Adult - Direct Debit (Fortnightly)	\$30.70	\$32.24
	Spin Class - Casual (Club Active)	\$13.00	\$17.00
	Shower Concession Pass (10 trip)	\$27.00	\$28.80
	Shower Casual	\$3.00	\$3.20
	School Swim Admission	\$1.70	\$1.80
	Pools - Tawa Pool whole venue hire	\$55.00	\$60.00
	Pools - WRAC Lane Hire 50m	\$18.00	\$20.00
	Pools - WRAC Lane Hire 16m	\$5.60	\$6.00
	Pools - Lifeguard (per hour)	\$40.00	\$45.00
	Schools Instructor (per hour)	\$30.00	\$35.00
	Pools - Lane Hire Half 25m	\$4.30	\$5.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Pools - Lane Hire 25m	\$8.60	\$9.50
	Personal Training - 60-minute session (10 trip) Club Active	\$630.00	\$720.00
	Personal Training - 60-minute session Club Active	\$70.00	\$80.00
	Personal Training - 30-minute session (10 trip) Club Active	\$360.00	\$405.00
	Personal Training - 30-minute session Club Active	\$40.00	\$45.00
	Concession Pass (10 trip) - NGO Admission	\$61.20	\$63.00
	Massage Room Hire	\$11.20	\$11.50
	Karori Pool - Spa & Swim Concession Pass (10 Trip)	\$82.80	\$87.30
	Karori Pool - Hydroslide entry	\$1.20	\$1.30
	Karori Pool - Slide Staff (per hour)	\$40.00	\$45.00
	Group Fitness Land Based Concession Pass (10 trip) - Club Active/AquaFitness	\$117.00	\$135.00
	Group Fitness Land Based Casual Entry - Club Active/AquaFitness	\$13.00	\$15.00
	Freyberg Consulting Room hire (per hr)	\$18.00	\$18.50
	Freyberg - Aerobics Room hire - (Non-Commercial)	\$21.30	\$21.50
	Family Pass Pool entry	\$17.00	\$18.00
	ClubActive Membership Upfront 3 Month	\$270.90	\$310.00
	ClubActive Membership Upfront 1 Week	\$30.00	\$35.00
	ClubActive Membership Upfront 1 Month	\$100.00	\$115.00
	ClubActive Membership Upfront - Student Upfront Yearly	\$740.00	\$840.00
	ClubActive Membership Upfront - Contracted Term - Upfront Yearly	\$925.00	\$1,050.00
	ClubActive Membership Upfront - Corporate Upfront Yearly	\$740.00	\$840.00
	ClubActive Membership No Term - Weekly	\$21.00	\$23.95
	ClubActive Membership No Term - Monthly	\$90.30	\$103.00
	ClubActive Membership No Term - Fortnightly	\$42.00	\$47.90
	ClubActive Membership Contracted Term - Weekly	\$18.00	\$20.50
	ClubActive Membership Contracted Term - Monthly	\$78.00	\$88.75
	ClubActive Membership Contracted Term - Fortnightly	\$36.00	\$41.00
	ClubActive Membership - Student Weekly	\$16.28	\$19.16
	ClubActive Membership - Student Monthly	\$60.00	\$82.40
	ClubActive Membership - Student Fortnightly	\$32.55	\$38.32
	ClubActive Membership - Corporate Weekly	\$16.28	\$19.16
	ClubActive Membership - Corporate Monthly	\$70.00	\$82.40
	ClubActive Membership - Corporate Fortnightly	\$32.55	\$38.32
	ClubActive Legacy Membership Active 2 Offpeak - Direct Debit (Monthly)	\$73.10	\$86.00
	ClubActive Legacy 12 Off-peak 12 Months	\$745.70	\$925.00
	ClubActive Concession Pass (10 Trip)	\$175.00	\$200.00
	Aquatic Activity Instructor (per hour)	\$30.00	\$35.00
	Aqua Instructor (per hour)	\$61.50	\$70.00
	Adult Swim Concession Pass (10 trip)	\$61.20	\$64.80
	Adult Swim & Spa (Tawa/Thorndon Pool)	\$8.60	\$9.20
	Adult Swim & Spa (Karori Pool)	\$9.20	\$9.70
	Adult Swim Entry	\$6.80	\$7.20
	Pool L1 Party Preschool 1-12 people	New service	\$60.00
	Pool L1 Party Preschool 13-20 people	New service	\$90.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Pool L1 Party School-Aged 1-12 people	New service	\$100 00
	Pool L1 Party School-Aged 13-20 people	New service	\$150 00
	Pool L1 Party Preschool (additional person)	New service	\$3 00
	Pool L1 Party School-Aged (additional person)	New service	\$5 00
	Pool L2 Party Preschool 1-12 people	New service	\$80 00
	Pool L2 Party Preschool 13-20 people	New service	\$120 00
	Pool L2 Party School-Aged 1-12 people	New service	\$120 00
	Pool L2 Party School-Aged 13-20 people	New service	\$180 00
	Pool L2 Party Preschool (additional person)	New service	\$5 00
	Pool L2 Party School-Aged (additional person)	New service	\$7 00
	Pool L3 Party 1-12 people	New service	\$200 00
	Pool L3 Party 13-20 people	New service	\$300 00
	Pool L3 Party 21-50 people	New service	\$375 00
	Pool L3 Party 51-100 people	New service	\$450 00
	Discount rates - Leisurecard, Student, Community Services and Seniors GoldCard	20-50%	20-50%
5.1.2 Sports Fields	Groundsman - hourly rate (minimum 2 hours)	\$51.25	\$54.00
	Sandcourt Hataitai Seasonal fee - hire	New service	\$7 34
	Sandcourt Hataitai Casual fee	New service	\$15.38
	Additional Litter Bins (per bin)	New service	\$20.00
	Newtown Park Function room (Commercial)	Not previously published	\$65.00
	Newtown Park Function room (Non-Commercial)	\$32.50	\$40.00
5.1.4 Recreation Centre	Adult Activity Programmes Admission	\$2.50	\$2 60
	Adult Exercise Programme Admission	\$5.50	\$5 60
	Adult Recreation Exercise Programme Pass 10 Visits	\$55.00	\$56.00
	Birthday Parties Ākau Tangi Big Bounce	\$200.00	\$210 00
	Birthday Parties Ākau Tangi Mini Bounce	\$150.00	\$160 00
	Birthday Parties Ākau Tangi Sporty Kids (13 - 24 children)	\$145.00	\$150 00
	Birthday Parties Ākau Tangi Sporty Kids (up to 12 children)	\$100.00	\$110 00
	Birthday Parties Preschool (Baby Jam) (0 tutors -18 children)	\$80.00	\$90 00
	Birthday Parties Preschool (2 tutors - 12 children)	\$190.00	\$200 00
	Birthday Parties Preschool (3 tutors- 18 children)	\$235.00	\$240 00
	Birthday Parties School Age (1 tutor - 12 children)	\$140.00	\$150 00
	Birthday Parties School Age (2 tutors - 24 children)	\$190.00	\$200 00
	Birthday Parties School Age (3 tutors - 36 children)	\$235.00	\$240 00
	Birthday Parties Kilbirnie Rec Private Hire	\$140.00	\$150 00
	Birthday Parties Kilbirnie Rec Tinytown (up to 20 children)	\$140.00	\$150 00
	Birthday Parties Kilbirnie Rec Wheels (up to 20 children)	\$150.00	\$160 00
	Kilbirnie Rec - Hire p/hour	\$70.00	\$80.00
	Kilbirnie Rec - Private Hire & Tinytown	\$280.00	\$300 00
	Kilbirnie Rec - Recreation Coordinator (per hour)	\$40.00	\$45.00
	Adult on Wheels (Kilbirnie Rec)	\$6.00	\$6 50
	Basketball Clinic Programmes - School Age (Karori Rec Centre)	\$9.50	\$10.00
	Basketball Clinic Programmes - School Age (Tawa/Nairnville Recreation Centres)	\$8.50	\$9 00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Gym for Fun Programmes - School Age	\$9.50	\$10.00
	Karate Programmes - School Age	\$10.50	\$11.00
	Parkour Programmes - Adult/Advanced School Age	\$13.50	\$14.00
	Parkour Programmes - School Age	\$11.50	\$12.00
	Pickleball (Casual) Nairnville Rec	\$4.00	\$4.50
	Roller Derby Junior Programmes Own Skates - School Age (Kilbimie Rec)	\$10.50	\$11.00
	Rollerblade/Rollerskate Programmes - School Age Own Skates (Kilbimie Rec)	\$8.80	\$9.00
	Rollerblade/Rollerskate/Skateboard Programmes - School Age (Kilbimie Rec)	\$11.00	\$11.50
	Skate Hire (Kilbimie Rec)	\$4.00	\$4.20
	Skate Fit Programmes Casual	\$12.50	\$13.00
	Skate Fit Programmes (own skates) Casual	\$10.00	\$10.50
	Table Tennis (Nairnville Rec)	\$18.00	\$18.50
	Meeting Room Commercial (Rec Centres)	\$45.00	\$50.00
	Meeting Room hire Non-Commercial (Rec Centres)	\$20.00	\$25.00
	Meeting Room hire Semi Commercial (Rec Centres)	\$30.00	\$35.00
	1/4 Gym Hire (Badminton/Volleyball)	\$18.00	\$18.50
	1/2 Gym Hire (Recreation Centres)	\$31.00	\$32.00
	Whole Gym Hire (Recreation Centres)	\$55.00	\$60.00
	Whole Gym Hire Off Peak (Recreation Centres)	\$33.00	\$35.00
	Ākau Tangi Badminton/Pickleball/Spikeball/Table Tennis	\$18.00	\$18.50
	Ākau Tangi Third Hall Hire	\$128.00	\$130.00
	Ākau Tangi Volleyball	\$41.00	\$42.00
	Ākau Tangi/Nairnville Rec Concession Pass Pickleball (10 trip)	\$36.00	\$45.00
	Ākau Tangi - Equipment hire (Item)	\$1.00	\$1.20
	Ākau Tangi - Extra Staff time/hour	\$40.00	\$45.00
	Ākau Tangi - School admission	\$1.70	\$1.80
	Ākau Tangi - School Session 30 min	New service	\$35.00
	Ākau Tangi - School Session 40 min	New service	\$45.00
	Discount rates - Leisure card, Student, Community Services and Seniors GoldCard	20-50%	20-50%
5.1.7 Marinas	Boat Pumpout Fee	New service	\$350.00
	Officer Time for service outside licence agreement	New service	\$100.00
	Evans Bay Berth	\$3,352.00	\$3,513.00
	Evans Bay Berth (Sea Rescue Jetty)	\$1,970.00	\$2,065.00
	Evans Bay Boat Shed (8 to 11)	\$1,321.00	\$1,384.00
	Evans Bay Boat Shed (1 to 7, 12 to 32)	\$2,638.00	\$2,765.00
	Evans Bay Boat Shed (33 to 46)	\$3,948.00	\$4,138.00
	Evans Bay Dinghy Locker	\$394.00	\$413.00
	Evans Bay Live-Aboard fee	\$1,200.00	\$1,258.00
	Evans Bay Trailer Park	\$150.00	\$157.00
	Evans Bay Visitor Berth Day	\$32.00	\$34.00
	Evans Bay Visitor Berth Month	\$674.00	\$706.00
	Evans Bay Non tenant use of breastwork	\$80.00	\$84.00
	Clyde Quay Mooring	\$1,435.00	\$1,504.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Clyde Quay Boat Shed (1 to 13)	\$3,010.00	\$3,154.00
	Clyde Quay Boat Shed (14 to 27)	\$2,710.00	\$2,840.00
	Clyde Quay Boat Shed (28, 29)	\$3,762.00	\$3,943.00
	Clyde Quay Boat Shed (38B)	\$2,172.00	\$2,276.00
	Clyde Quay Boat Shed (38A to 42B, 48A, 48B)	\$3,118.00	\$3,268.00
	Clyde Quay Boat Shed (43A to 47B)	\$3,614.00	\$3,787.00
	Clyde Quay Dinghy Locker	\$251.00	\$263.00
5.3.1 Burials & Cremation	Ash Plot (01/2A)	\$530.00	\$557.00
	Ash Plot Maintenance (01/2A)	\$163.00	\$171.00
	Ash Beam - Plot, Beam, Maintenance	\$624.00	\$632.00
	Ash Scattering	\$78.00	\$80.00
	Beam - Ash Beam & Children	\$166.00	\$171.00
	Beam - Denominational	\$184.00	\$190.00
	Beam - Lawn Makara	\$184.00	\$190.00
	Bronze Cabinet Plaque (Small Chapel)	\$150.00	\$155.00
	Bronze Council Engraved Plaque	\$630.00	\$642.60
	Bronze Lawn Plaque	\$1,260.00	\$1,265.00
	Bronze Memorial Plaque	\$297.00	\$312.00
	Bronze Memorial Plaque - Rose Garden	\$430.00	\$452.00
	Bronze Memorial Plaque - Seaforth	\$384.00	\$399.00
	Bronze Plaque - New Double Niche	\$762.00	\$792.00
	Bronze Plaque - New Single Niche	\$494.00	\$513.76
	Bronze Plaque - Old Single Niche	\$336.00	\$353.00
	Burials After 3 30pm - Makara/Karori	\$215.00	\$226.00
	Cancellation Fee	\$105.00	\$110.00
	Change of Deed	\$77.00	\$80.00
	Chapel Hire - Burials	\$210.00	\$216.00
	Chapel Hire - Cremations elsewhere	\$250.00	\$258.00
	Chapel Hire - Full	\$390.00	\$410.00
	Chapel Hire - Per 1/2 Hour	\$195.00	\$205.00
	Chapel Only - Overtime	\$204.00	\$210.00
	Cleaning Chapels/Crematorium	\$50.00	\$53.00
	Concrete Breaking	\$215.00	\$226.00
	Concrete Cutting Floor	\$268.00	\$281.00
	Concrete Stand for Plaque	\$50.00	\$53.00
	Core Drilling - Ash Interment	\$237.00	\$249.00
	Courier Fee	\$10.00	\$15.00
	Cremation - 1- 10 years	\$200.00	\$206.00
	Cremation - Birth to 1 year	\$73.00	\$75.00
	Cremation - Committal Service	\$888.00	\$915.00
	Cremation - Full Service	\$947.00	\$975.00
	Cremation - Overtime	\$325.00	\$340.00
	Cremation - Stillborn	\$67.00	\$70.00
	Cremation Certificate	\$52.00	\$55.00
	Cremations After 3.30pm	\$215.00	\$226.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Crem-Bio/Tissue Delivery	\$685.00	\$706.00
	Delivery Only	\$762.00	\$800.00
	Disinterment - Ashes	\$289.00	\$303.00
	Disinterment - Casket	\$2,033.00	\$2,040.00
	Embossed Lawn Plaque	\$966.00	\$1,005.00
	Excavator Hire	\$808.00	\$828.20
	Express Ash	\$209.00	\$215.00
	Fee for Damage to Mats	\$250.00	\$258.00
	Film on Location Fee	\$100.00	\$110.00
	Foetal Tissue	\$67.00	\$70.00
	Granite plaque for book	\$368.00	\$383.00
	Granite Plaque for Book (taken away by mason)	\$10.00	\$15.00
	Granite Top Removal	\$500.00	\$510.00
	Interment - 0-12 months	\$115.00	\$118.00
	Interment - 10 years and under	\$147.00	\$150.00
	Interment - Denominational	\$688.00	\$695.00
	Interment - Natural Burial	\$1,052.00	\$1,060.00
	Interment - Second (Makara/Karori)	\$1,182.00	\$1,190.00
	Interment - Stillborn	\$90.00	\$93.00
	Interment Ashes - Makara/Karori	\$173.00	\$178.00
	Late Service Fee	\$50.00	\$53.00
	Mem Book Entries (per line - up to 4 lines)	\$42.00	\$50.00
	Mem Book Entries (per line - up to 8 lines)	\$84.00	\$88.00
	Mem Book Entries (two lines - name, date of death, age)	\$95.00	\$100.00
	Miscellaneous	\$50.00	\$53.00
	Muslim Boards - Adult	\$187.00	\$193.00
	Muslim Boards - Infant	\$110.00	\$113.00
	Niche - Bronze New Double	\$1,182.00	\$1,217.46
	Niche - Bronze New Single	\$1,030.00	\$1,060.90
	Niche - Bronze Old Single	\$893.00	\$919.79
	Niche - New Double Granite	\$1,613.00	\$1,661.39
	Niche - New Single Granite	\$966.00	\$994.98
	Niche Placement & Removal (Ash)	\$173.00	\$178.00
	Non Compliance - Permit	\$73.00	\$77.00
	Outside District - Ash Interment	\$452.00	\$475.00
	Outside District - Ash Scatter	\$44.00	\$46.00
	Outside District - Casket	\$1,125.00	\$1,181.00
	Outside District - Second Interment	\$600.00	\$630.00
	Outside District Indigent - Cremation and Burial	\$149.00	\$156.00
	Overtime - Ash Collection Express	\$210.00	\$215.00
	Overtime - Ash Interment	\$226.00	\$230.00
	Overtime - Ash Scatter	\$205.00	\$210.00
	Overtime - Burial	\$675.00	\$695.00
	Overtime - Chapel Hire (per half hour)	\$214.00	\$220.00
	Overtime - Niche Placement	\$126.00	\$140.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Permit Fee - Babies	\$50.00	\$53.00
	Permit Fee - location outside Rose Garden or Seaforth	\$92.00	\$97.00
	Permit Fee - Rose Garden or Seaforth	\$53.00	\$56.00
	Photo Request	\$10.00	\$15.00
	Plaque - Lawn	\$1,082.00	\$1,125.00
	Plaque - Polish	\$32.00	\$35.00
	Plaque - Subsequent Inscription	\$237.00	\$249.00
	Plaque Placement - Makara/Karori	\$84.00	\$88.00
	Plaque Removal	\$84.00	\$88.00
	Plastic Bud Vase	\$21.00	\$25.00
	Plastic Urn	\$23.00	\$25.00
	Plot and Maintenance (Makara)	\$668.00	\$700.00
	Plot Extra Depth (per 300mm)	\$257.00	\$270.00
	Plot Extra Width (per 300mm)	\$195.00	\$205.00
	Plot Maintenance - Ash Circle/Ash Beam	\$163.00	\$171.00
	Plot Maintenance - Babies	\$265.00	\$273.00
	Plot Maintenance - Denominational	\$903.00	\$910.00
	Plot Purchase - Ash Beam	\$295.00	\$310.00
	Plot Purchase - Denominational Areas	\$1,266.00	\$1,300.00
	Plot Purchase - Lawn	\$985.00	\$990.00
	Plot Purchase - Lawn Stillborn Area	\$42.00	\$45.00
	Plot Purchase - Natural Burial	\$1,500.00	\$1,510.00
	Plot Purchase Garden - Memorial	\$530.00	\$557.00
	Plot Purchase Seaforth Memorial Only	\$530.00	\$557.00
	Plot Search Charge (first 3 free)	\$25.00	\$27.50
	Probe Plot for Depth - Makara/Karori	\$53.00	\$56.00
	Public Holiday Fee - Ash Interment	\$477.00	\$501.00
	Public Holiday Fee - Burial	\$952.00	\$1,000.00
	Public Holiday Fee - Cremation	\$652.00	\$685.00
	Seaforth Gardens Plot (Ash)	\$990.00	\$1,050.60
	Temporary Grave Marker	\$155.00	\$160.00
	Vault Placement/Removal	\$320.00	\$336.00
	Viewing Casket Charge	\$90.00	\$95.00
	Weekend Cremation	\$359.00	\$377.00
	Weekend Fee - Ash Interment	\$226.00	\$237.00
	Weekend Fee - Casket Interment	\$678.00	\$712.00
	Wooden Urn - Adult	\$100.00	\$105.00
	Wooden Urn - Half Adult Size	\$84.00	\$88.00
	Wooden Urn - Infant	\$47.00	\$49.00
	Ash Plot - Makara extension (Beam/Plot/Maintenance)	New fee category	\$990.00
5.3.3 Public health	Gambling Permissions - initial application & renewal	\$127.00	\$132.00
	Health Licensing & Inspection - New food premises (1st yr set up)	\$155.00	\$161.00
	Health Licensing & Inspection - Pre-opening inspection (1 hour)	\$155.00	\$161.00
	Health Licensing & Inspection - Additional time per hour	\$155.00	\$161.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
regulations	Health Licensing & Inspection - Food control plan registration renewal fee (every year)	\$77.50	\$81.00
	Health Licensing & Inspection - National programme registration renewal fee (every second year)	\$77.50	\$81.00
	Health Licensing & Inspection - Significant changes	\$155.00	\$161.00
	Health Licensing & Inspection - Minor changes	\$77.50	\$81.00
	Health Licensing & Inspection - Voluntary suspension of operations	\$77.50	\$81.00
	Health Licensing & Inspection - Compliance fees - Issue of enforcement notice	\$155.00	\$161.00
	Health Licensing & Inspection - Compliance Fees - Application for review of outcome	\$155.00	\$161.00
	Health Licensing & Inspection - Statement of compliance	\$77.50	\$81.00
	Health Licensing & Inspection - Compliance Fees - Additional charges for time spent on site (per hour)	\$155.00	\$161.00
	Health Licensing & Inspection - Temporary inspection fee for mobile food stalls, food stall fairs	\$150.00	\$156.00
	Food Control - Food control plan standard verification	\$620.00	\$642.00
	Food Control - Food control plan reduced verification (for some mobile operators only)	\$310.00	\$321.00
	Food Control - National programme standard verification	\$310.00	\$321.00
	Food Control - Additional time per hour	\$155.00	\$161.00
	Annual licence - * Animal boarding	\$265.50	\$275.00
	Annual licence - * Camping grounds	\$265.50	\$275.00
	Annual licence - * Hairdressers	\$133.50	\$139.00
	Annual licence - * Mortuaries/Funeral Directors	\$159.00	\$165.00
	Annual licence - * Pools: commercial pools/spas	\$256.50	\$266.00
	Trade Waste - Annual consent fee ~ High risk	\$1,949.50	\$2,018.00
	Trade Waste - Annual consent fee ~ Medium risk	\$974.75	\$1,009.00
	Trade Waste - Annual consent fee ~ Low risk	\$323.25	\$335.00
	Trade Waste - Annual consent fee ~ Minimal risk	\$141.00	\$146.00
	Trade Waste - * Shared grease trap (per premises)	\$71.75	\$75.00
	Trade Waste - * Grease converter	\$323.25	\$335.00
	Trade Waste - Grease trap: big dripper or passive	\$141.00	\$146.00
	Trade Waste - Grease and Grit trap	\$195.00	\$202.00
	Collection & Transport of Trade Waste - * Initial Application fee	\$164.25	\$170.00
	Collection & Transport of Trade Waste - * charge after first hr (per hr)	\$138.50	\$144.00
	Collection & Transport of Trade Waste - * Annual Licence fee	\$195.00	\$202.00
	Conveyance and Transport of Trade waste - *Processing fee (per hr or part thereof)	\$138.50	\$144.00
	Trade Waste Volume- Up to 100m3/day	\$0.35	\$0.36
	Trade Waste Volume- Between 100m3/day and 7000m3/day	\$0.15	\$0.16
	Trade Waste Volume- Above 7000m3/day	\$1.07	\$1.11
	Trade Waste Biochemical Oxygen Demand (BOD)- Up to 3150kg/day	\$0.37	\$0.38
	Trade Waste Biochemical Oxygen Demand (BOD)- - Above 3150 kg/day	\$0.81	\$0.84
	Trade Waste - Suspended Solids - Up to 1575kg/day	\$0.36	\$0.37

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Trade Waste - Suspended Solids - Above 1575kg/day	\$0.65	\$0.67
	Animal Control Registration per animal - * Entire	\$180.50	\$187.00
	Animal Control Registration per animal - * Neutered /spayed (with proof)	\$130.75	\$135.00
	Animal Control Registration per animal - * Working dogs	\$55.00	\$57.00
	Animal Control Registration per animal - * Working dogs (puppies)	\$28.75	\$30.00
	Animal Control - * Responsible Dog Owner (RDO) Application	\$62.50	\$132.00
	Animal Control - * Responsible Dog Owner (RDO) address change only	New service	\$83.00
	Animal Control – Responsible Dog Owner (RDO) Annual Registration	\$64.50	\$67.00
	Animal Control Registration per animal - Licence for 3 or more dogs	\$38.00	\$39.00
	Animal Control - Replacement of registration tag	\$12.25	\$13.00
	Animal Control - Puppies born March to August	\$130.75	\$108.00
	Animal Control - Puppies born September to February	\$130.75	\$54.00
	Animal Control - Imported Dogs & Puppies - Desexed arrived July to December	\$130.75	\$108.00
	Animal Control - Imported Dogs & Puppies - Desexed arrived January to June	\$130.75	\$41.00
	Animal Control - Imported Dogs & Puppies - Entire arrived July to December	\$180.50	\$148.00
	Animal Control - Imported Dogs & Puppies - Entire arrived January to June	\$180.50	\$56.00
	Animal Control - Adopted dogs and puppies (SPCA and HUHA)	\$64.50	\$37.00
	Animal Control - Puppies desexed	\$130.75	\$136.00
	Animal Control - Puppies entire	\$180.50	\$187.00
	Animal Control - Imported Dogs & Puppies - Desexed	\$130.75	\$136.00
	Animal Control - Imported Dogs & Puppies - Entire	\$180.50	\$187.00
	Animal Control - Adopted dogs and puppies (SPCA and HUHA)	\$64.50	\$67.00
	Animal Control Impounding - * First per animal (free if registered)	\$106.00	\$110.00
	Animal Control Impounding - * Subsequent impounding	\$170.00	\$176.00
	Animal Control Impounding - Daily sustenance fee	\$18.50	\$20.00
	Animal Control Impounding - After hours callout	\$29.00	\$31.00
	Animal Control - Microchipping	\$35.00	\$37.00
	Animal Control - Dog euthanasia - up to 20kg	\$176.00	\$183.00
	Animal Control - Dog euthanasia - between 21kg and 40kg	\$219.00	\$227.00
	Animal Control - Dog euthanasia - over 40kg	\$262.00	\$272.00
	Animal Control - New dog walker licence	\$191.50	\$199.00
	Animal Control - Dog walker licence renewal	\$61.00	\$64.00
	Pavement Permissions - initial application	\$190.00	\$197.00
	Pavement Permissions - renewal	\$95.00	\$99.00
	Pavement Permissions - central city (per m2)	\$90.00	\$94.00
	Pavement Permissions - suburbs (per m2)	\$58.50	\$61.00
	Parklet Permissions - initial application	New fee category	\$197.00
	Parklet Permissions - renewal	New fee category	\$99.00

Urban development

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
6.2.1 Building control and facilitation	Monthly report of Issued Building Consents	\$77.50	\$81.00
	Administration Fee (refunds / cancellations)	\$132.00	\$137.00
	Time extension initial fee (30 mins admin, 30 mins inspector). Any time spent over this initial time will be charged at the relevant hourly rate	\$170.50	\$177.00
	Time extension - additional inspectors time, hourly rate	\$209.00	\$217.00
	Administration fee (other) - hourly rate	\$132.00	\$137.00
	Restricted building work check (per notification)	\$66.00	\$69.00
	Minor Works - Drainage/Plumbing (value less than \$5,000) residential detached	\$393.50	\$408.00
	Minor Works - Drainage/Plumbing (value less than \$5,000) commercial or multi-residential	\$1,206.00	\$1,249.00
	Minor Works - Insulation (value less than \$10,000)	New fee category	\$1,249.00
	Minor Works - Structural (value less than \$10,000)	New fee category	\$1,249.00
	Demolition Consent - 3 storeys or less	New fee category	\$702.00
	Demolition Consent - greater than 3 storeys	New fee category	\$1,512.00
	Free Standing Fireplace	\$261.00	\$271.00
	In-built fireplace	\$550.50	\$570.00
	Additional Inspection fee (per hour)	\$209.00	\$217.00
	All applications (except minor works)	\$132.00	\$137.00
	Lodging Fee for Building Consents	\$98.50	\$102.00
	Plan Check - Less than \$10,000 (Category 1)	\$469.75	\$487.00
	Plan Check - Less than \$10,000 (Category 2)	\$730.50	\$757.00
	Plan Check - Less than \$10,000 (Category 3)	\$939.50	\$973.00
	Plan Check - \$10,001 - \$20,000 (Category 1)	\$1,043.75	\$1,081.00
	Plan Check - \$10,001 - \$20,000 (Category 2)	\$1,043.75	\$1,081.00
	Plan Check - \$10,001 - \$20,000 (Category 3)	\$1,043.75	\$1,081.00
	Plan Check - \$20,001 - \$100,000 (Category 1)	\$1,148.50	\$1,189.00
	Plan Check - \$20,001 - \$100,000 (Category 2)	\$1,148.50	\$1,189.00
	Plan Check - \$20,001 - \$100,000 (Category 3)	\$1,148.50	\$1,189.00
	Plan Check - \$100,001 - \$500,000 (Category 1)	\$1,253.00	\$1,297.00
	Plan Check - \$100,001 - \$500,000 (Category 2)	\$1,879.75	\$1,946.00
	Plan Check - \$100,001 - \$500,000 (Category 3)	\$1,879.75	\$1,946.00
	Plan Check - \$500,001 - \$1,000,000 (Category 1)	\$2,923.25	\$3,026.00
	Plan Check - \$500,001 - \$1,000,000 (Category 2)	\$3,340.50	\$3,458.00
	Plan Check - \$500,001 - \$1,000,000 (Category 3)	\$3,757.75	\$3,890.00
	Plan Check - \$1,000,000 + (Category 1)	\$3,863.00	\$3,999.00
	Plan Check - \$1,000,000 + (Category 2)	\$3,863.00	\$3,999.00
	Plan Check - \$1,000,000 + (Category 3)	\$3,863.00	\$3,999.00
	Plan Check - for each \$500,000 or part thereof over \$1,000,000	\$991.75	\$1,027.00
	Plan Check - Consent Suspend Fee (to review additional information), charge per additional hour of officer re-assessment time.	\$209.00	\$217.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Multi-proof Consent - Lodgement fee	\$132.00	\$137.00
	Multi-proof Consent - Plan check	\$627.00	\$649.00
	Multi-proof Consent - Additional time per hour	\$209.00	\$217.00
	Multi-proof Consent - Code Compliance Certificate (for Category 1 applications)	\$132.00	\$137.00
	Multi-proof Consent - Code Compliance Certificate (for Category 2 applications)	\$627.00	\$649.00
	Multi-proof Consent - Code Compliance Certificate (for Category 3 applications)	\$209.00	\$217.00
	Code Compliance Certificate (for Category 1 applications)	\$132.00	\$137.00
	Code Compliance Certificate (for Category 2 applications)	\$132.00	\$137.00
	Code Compliance Certificate (for Category 3 applications)	\$166.00	\$172.00
	District Plan Check Fee - Building consents with a project value of less than \$20,000 (Initial charge for 30mins, then additional charges apply per hour of processing time above this)	\$104.00	\$108.00
	District Plan Check Fee - Building consents with a project value of \$20,001 or over (Initial charge for 1st hour, then additional charges apply per hour of processing time above this)	\$201.50	\$209.00
	District Plan Check Fee - Additional hours - per hour	\$201.50	\$209.00
	Building Inspections - Hourly charge: the initial payment is based on estimate of inspections required. The final charges are based on actual time.	\$209.00	\$217.00
	Structural Check - Residential 1, 2 and 3 structural work (on plan reviews) Deposit of 1.5 hours	\$373.00	\$582.00
	Structural Check - Commercial 1 structural work (on plan reviews) Deposit of 2 hours	\$508.50	\$776.00
	Structural Check - Commercial 2 and 3 structural work (on plan reviews) Deposit of 2.5 hours	\$929.00	\$970.00
	Structural Check - Residential 1, 2 and 3 structural work (for amended plans) Deposit of 1 hour	\$420.50	\$388.00
	Structural Check - Commercial 1 and 2 structural work (for amended plans) Deposit for 1 hours	\$420.50	\$388.00
	Structural Check - Commercial 3 structural work (for amended plans) Deposit for 1.5 hours	\$555.75	\$582.00
	Structural Check - Hourly Charge for Engineers (including internal overheads), over and above deposit	\$375.00	\$388.00
	Structural Check - Hourly charge for Contract Management, over and above deposit	\$179.00	\$186.00
	Structural Check - An additional deposit of 2.5 hours for all levels of buildings requiring structural checking not supported by a producer statement from a Chartered Professional Engineer	\$929.00	\$970.00
	Consent suspend fee (to review additional information) – per additional hour of Engineer re-assessment time, all property types	New fee category	\$388.00
	Vehicle Access - Plan check linked to a building consent or resource consent	\$403.00	\$418.00
	Vehicle Access - Received independently (small)	\$409.50	\$424.00
	Vehicle Access - Received independently (multiple)	\$689.00	\$714.00
	Vehicle Access - Initial inspection fee	\$201.50	\$209.00
	Vehicle Access - Vehicle crossing inspection fee over 1hr	\$201.50	\$209.00
	Compliance Schedule - New compliance schedule (linked with Building Consent). This is the minimum charge (based on one hour of processing), additional charges will apply for time taken over this, at \$209 per hour for additional hours	\$313.25	\$325.00
	Compliance Schedule - Additional charge per hour for new compliance schedule (linked with Building Consent)	\$209.00	\$217.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Compliance Schedule - Alterations and amendments to compliance schedule (linked to building consent or application for amendment to CS Form 11) will be charged on a time-taken basis at \$209 per hour of officer time.	\$209.00	\$217.00
	Compliance Schedule - Minor compliance schedule amendments - change of owner/ agent, minor changes to Compliance Schedule requested by owner/ agent. This is the minimum charge (based on 15 min of processing). Additional charges will apply for time taken over this.	\$52.50	\$55.00
	Building consent for food premises - base fee	\$332.75	\$345.00
	Additional charge for processing time in excess of two hours	\$166.50	\$173.00
	Trade Waste Management - Assessment of building consent including trade waste element	\$172.75	\$179.00
	Certificate Lodgement - Processing time per hour	\$209.00	\$217.00
	Certificate Lodgement - Processing time per hour	\$395.00	\$409.00
	Certificate of Public use - Initial fee (includes 1 hour processing time)	\$209.00	\$217.00
	Certificate of Public use - Processing time over 1 hour	\$209.00	\$217.00
	Certificate of Public use - Lodgement fee	\$98.50	\$102.00
	Amended Plan - Initial fee (includes 1 hour processing time)	\$209.00	\$217.00
	Amended Plan - Processing time over 1 hour	\$209.00	\$217.00
	Amended Plan - Lodgement fee	\$98.50	\$102.00
	P M ONLY - single residential dwelling including accessory buildings	\$522.50	\$541.00
	P M ONLY - other	\$627.00	\$649.00
	Certificates of Acceptance - Lodgement fee	\$132.00	\$137.00
	Certificates of Acceptance - Less than \$10,000 (Category 1)	\$887.75	\$919.00
	Certificates of Acceptance - Less than \$10,000 (Category 2)	\$1,148.50	\$1,189.00
	Certificates of Acceptance - Less than \$10,000 (Category 3)	\$1,357.75	\$1,406.00
	Certificates of Acceptance - \$10,001 - \$20,000 (Category 1)	\$1,461.75	\$1,513.00
	Certificates of Acceptance - \$10,001 - \$20,000 (Category 2)	\$1,461.75	\$1,513.00
	Certificates of Acceptance - \$10,001 - \$20,000 (Category 3)	\$1,461.75	\$1,513.00
	Certificates of Acceptance - \$20,001 - \$100,000 (Category 1)	\$1,983.75	\$2,054.00
	Certificates of Acceptance - \$20,001 - \$100,000 (Category 2)	\$1,983.75	\$2,054.00
	Certificates of Acceptance - \$20,001 - \$100,000 (Category 3)	\$1,983.75	\$2,054.00
	Certificates of Acceptance - \$100,001 - \$500,000 (Category 1)	\$2,088.25	\$2,162.00
	Certificates of Acceptance - \$100,001 - \$500,000 (Category 2)	\$2,714.00	\$2,809.00
	Certificates of Acceptance - \$100,001 - \$500,000 (Category 3)	\$2,714.00	\$2,809.00
	Certificates of Acceptance - \$500,001 - \$1,000,000 (Category 1)	\$3,757.75	\$3,890.00
	Certificates of Acceptance - \$500,001 - \$1,000,000 (Category 2)	\$4,175.75	\$4,322.00
	Certificates of Acceptance - \$500,001 - \$1,000,000 (Category 3)	\$4,593.50	\$4,755.00
	Certificates of Acceptance - \$1,000,000 + (Category 1)	\$4,697.50	\$4,862.00
	Certificates of Acceptance - \$1,000,000 + (Category 2)	\$4,697.50	\$4,862.00
	Certificates of Acceptance - \$1,000,000 + (Category 3)	\$4,697.50	\$4,862.00
	Certificates of Acceptance - for each \$500,000 or part thereof over \$1,000,000	\$991.75	\$1,027.00
	Certificates of Acceptance - Consent Suspend Fee (to review additional information), charge per additional hour of officer re-assessment time.	\$209.00	\$217.00
	Building Warrant of Fitness - Independent Qualified Person (IQP) Registration Fee (New & Renewal)	\$209.00	\$217.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	Building Warrant of Fitness - Additional charge for each new competency registered	\$98.50	\$102.00
	Building Warrant of Fitness - Annual Certificate. This is the base charge for 1 specified system. Additional charges will apply for time over 0.5 hours	\$104.50	\$109.00
	Building Warrant of Fitness - Annual Certificate. This is the base charge for 2 - 10 specified systems. Additional charges will apply for time taken over 1 hour	\$209.00	\$217.00
	Building Warrant of Fitness - Annual Certificate. This is the base charge for 11+ specified systems. Additional charges will apply for time taken over 1.5 hours	\$313.50	\$325.00
	Building Warrant of Fitness - Additional charge per hour for processing Annual Certificate, where processing time exceeds that allowed for in the base charge	\$209.00	\$217.00
	Building Warrant of Fitness - Building Warrant of Fitness Inspection (per hour)	\$209.00	\$217.00
	Building Warrant of Fitness - BWOF Audit 1 specified system	\$209.00	\$217.00
	Building Warrant of Fitness - BWOF Audit 2-10 specified systems	\$418.00	\$433.00
	Building Warrant of Fitness - BWOF Audit 11+ specified systems	\$627.00	\$649.00
	Swimming Pool - Pool fencing inspection per hour.	\$209.00	\$217.00
	Swimming Pool - Review of IQPI Independently Qualified Pool Inspector audit report	\$66.00	\$69.00
	Special Activity & Monitoring - Hourly charge for officer time considering proposals and monitoring compliance	\$201.50	\$209.00
	LIMs: Residential	\$426.50	\$442.00
	LIMs: Non-residential Base Fee	\$995.50	\$1,031.00
	LIMs: Per hour after 7 hrs	\$132.00	\$137.00
	LIM Fast track fee – single residential properties: (case by case)	\$212.75	\$221.00
	LIM Fast track fee – multi-residential properties: (case by case)	New fee category	\$331.00
	LIM Fast track fee – commercial properties: (case by case)	New fee category	\$516.00
	Property Reports: Building Consents	\$199.00	\$206.00
	Property Reports: Multi-residential 3-8 unit property	\$290.50	\$301.00
	Property Reports: Multi-residential 8+ unit property	\$308.50	\$320.00
	Resource Consent Fees - Initial application fee s226	\$806.00	\$835.00
	Resource Consent Fees - Pre-application meetings: planner / expert / compliance officer (charge per hour).	\$201.50	\$209.00
	Resource Consent Fees - Non-notified resource consent: land use	\$2,145.00	\$2,221.00
6.2.2 Development control and facilitation	Resource Consent Application Fees - Boundary activities - deposit fee	\$604.50	\$626.00
	Resource Consent Application Fees - Marginal or temporary activities	\$403.00	\$418.00
	Resource Consent Application Fees - Other Approvals - Existing use certificate (s139A)	\$1,352.00	\$1,400.00
	Resource Consent Fees - Non-notified resource consent: subdivision	\$2,600.00	\$2,691.00
	Resource Consent Fees - Non-notified resource consent: subdivision and land use	\$3,510.00	\$3,633.00
	Resource Consent Fees - Limited notified resource consent: subdivision and/ or land use -	\$10,920.00	\$11,303.00
	Resource Consent Fees - Fully notified resource consent: subdivision and/ or land use and Notice of Requirements	\$20,800.00	\$21,528.00
	Resource Consent Fees - All other approvals including: - Non-notified consent application for earthworks only; - Outline plan approval;	\$1,352.00	\$1,400.00

Activity Group	Name of Fee	Annual Plan 2022/23 Fee	Annual Plan 2023/24 Fee
	<ul style="list-style-type: none"> - Certificate of Compliance; - Extension of time (s125); - Change or cancellation of conditions (s127); - Consents notices (s221); - Amalgamations (s241); - Easements (s243), Right of Way or similar - up to 6 hrs planner / advisor 1 hr admin \$55 disbursements 		
	Resource Consent Fees - Outline Plan waiver	\$390.00	\$404.00
	Resource Consent Fees - Certificates: Town Planning, Sale of Liquor, Overseas Investments, LMVD - up to 2 hrs planner / advisor, 1 hr admin	\$276.25	\$286.00
	Additional Charges - All consents: additional processing hours (per hour) - planner/advisor / compliance officer	\$201.50	\$209.00
	Additional Charges - All consents: additional processing hours (per hour) - administrative officer	\$117.00	\$122.00
	Bylaw Application - Applications relating to signs (eg Commercial Sex Premises) up to six hours	\$1,170.00	\$1,211.00
	Compliance Monitoring - Monitoring Administration of Resource Consents: subdivision or land use - minimum of one hour then based on actual time after that.	\$201.50	\$209.00
	Compliance Monitoring - planner / expert / compliance officer	\$201.50	\$209.00
	Compliance Monitoring - administrative officer	\$117.00	\$122.00
	Subdivision Certification - Stage certification: each stage for s223, s224(f), s226 etc - up to 2 hrs,	\$403.00	\$418.00
	Subdivision Certification - Combination of two or more Stage certifications: s223, s224(f), s226 etc - up to 4 hrs,	\$1,170.00	\$1,211.00
	Subdivision Certification - Certification s224 @ - up to 4 hrs,	\$1,170.00	\$1,211.00
	Subdivision Certification - All other RMA, Building Act, Unit Titles Act and LGA certificates, legal documents etc - up to two hours (disbursements charged separately)	\$403.00	\$418.00
	Subdivision Certification - Bonds: each stage of preparation or release - up to 2 hrs	\$403.00	\$418.00

Operating Expenditure by Activity

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
Governance	1.1	1000	Annual Planning	Expense	1,762	1,891	129
			Annual Planning Total		1,762	1,891	129
		1001	Policy	Expense	1,807	1,728	(79)
			Policy Total		1,807	1,728	(79)
		1002	Committee & Council Process	Expense	9,045	8,007	(1,039)
				Income	(203)	(26)	177
			Committee & Council Process Total		8,842	7,981	(862)
		1003	Strategic Planning	Expense	524	624	100
			Strategic Planning Total		524	624	100
		1004	Tawa Community Board - Discretionary	Expense	18	17	(1)
			Tawa Community Board - Discretionary Total		18	17	(1)
		1005	Smart Capital - Marketing	Expense	3	3	0
			Smart Capital - Marketing Total		3	3	0
		1007	WCC City Service Centre	Expense	5,568	5,713	145
				Income	(105)	(109)	(4)
			WCC City Service Centre Total		5,463	5,604	141
		1009	Rating Property Valuations	Expense	818	805	(13)
				Income	(232)	(240)	(8)
			Rating Property Valuations Total		586	565	(21)
		1010	Rateable property data & valuation management	Expense	1,184	1,209	25
			Rateable property data & valuation management Total		1,184	1,209	25
		1011	Archives	Expense	2,015	2,092	76
				Income	(215)	(171)	44
			Archives Total		1,800	1,921	120
		1220	Climate change response	Expense	2,848	4,397	1,548
				Income		(350)	(350)
			Climate change response Total		2,848	4,047	1,198
		1221	Business Climate Action Support	Expense	520	396	(123)

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Business Climate Action Support Total		520	396	(123)
		1222	Workplace Travel Planning	Expense	256	136	(120)
			Workplace Travel Planning Total		256	136	(120)
		1223	Home Energy Audits	Expense	327	269	(58)
			Home Energy Audits Total		327	269	(58)
		1224	Future Living Skills	Expense	69	67	(2)
			Future Living Skills Total		69	67	(2)
		1225	Climate and Sustainability Fund	Expense	291	226	(64)
			Climate and Sustainability Fund Total		291	226	(64)
		1.1 Total				26,300	26,683
	1.2	1012	Funding agreements – Maori	Expense	1,597		(1,597)
			Funding agreements – Maori Total		1,597		(1,597)
			Maori Partnerships	Expense		2,109	2,109
			Maori Partnerships Total			2,109	2,109
		1013	Maori Engagement	Expense	1,796		(1,796)
			Maori Engagement Total		1,796		(1,796)
			Maori Strategic Advice	Expense		1,958	1,958
		Maori Strategic Advice Total			1,958	1,958	
	1.2 Total	1218	Maori Capability and Success	Expense	1,275	1,202	(74)
		Maori Capability and Success Total		1,275	1,202	(74)	
Total 1 Governance					4,669	5,269	600
Environment	2.1	1014	Parks and Reserves Planning	Expense	1,260	1,410	151
			Parks and Reserves Planning Total		1,260	1,410	151
		1015	Reserves Unplanned Maintenance	Expense	246	227	(18)
			Reserves Unplanned Maintenance Total		246	227	(18)
		1016	Parks Mowing- Open Space & Reserve Land	Expense	1,587	1,664	76
				Income	(46)	(49)	(2)
			Parks Mowing- Open Space & Reserve Land Total		1,541	1,615	74
		1017	Park Furniture and Infrastructure Maintenance	Expense	2,013	2,343	330
				Income	(37)	(39)	(2)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Park Furniture and Infrastructure Maintenance Total		1,976	2,304	328
		1018	Parks and Buildings Maint	Expense	1,694	1,657	(37)
				Income	(320)	(335)	(15)
			Parks and Buildings Maint Total		1,375	1,322	(52)
		1019	CBD and Suburban Gardens	Expense	2,528	3,016	488
				Income	(35)	(37)	(2)
			CBD and Suburban Gardens Total		2,493	2,979	487
		1020	Arboricultural Operations	Expense	2,057	2,011	(46)
				Income	(156)	(118)	38
			Arboricultural Operations Total		1,901	1,893	(8)
		1021	Wellington Gardens (Botanic, Otari etc)	Expense	6,426	7,244	819
				Income	(520)	(627)	(107)
			Wellington Gardens (Botanic, Otari etc) Total		5,905	6,617	712
		1022	Coastal Operations	Expense	1,479	1,645	166
				Income	(49)	(51)	(2)
			Coastal Operations Total		1,430	1,594	163
		1024	Road Corridor Growth Control	Expense	2,807	2,886	80
				Income	(826)	(1,036)	(210)
			Road Corridor Growth Control Total		1,981	1,850	(131)
		1025	Street Cleaning	Expense	8,541	8,983	442
				Income	(415)	(496)	(81)
			Street Cleaning Total		8,126	8,487	361
		1026	Hazardous Trees Removal	Expense	416	369	(47)
				Income	(6)	(6)	(0)
			Hazardous Trees Removal Total		410	363	(47)
		1027	Town Belts Planting	Expense	1,043	1,155	112
			Town Belts Planting Total		1,043	1,155	112
		1028	Townbelt-Reserves Management	Expense	6,694	7,770	1,076
				Income	(296)	(421)	(125)
			Townbelt-Reserves Management Total		6,398	7,350	952
		1030	Community greening initiatives	Expense	751	704	(48)
			Community greening initiatives Total		751	704	(48)

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
		1031	Environmental Grants Pool	Expense	105	102	(3)
			Environmental Grants Pool Total		105	102	(3)
		1032	Walkway Maintenance	Expense	1,277	1,343	66
			Walkway Maintenance Total		1,277	1,343	66
		1033	Weeds & Hazardous Trees Monitoring	Expense	1,461	1,651	190
			Weeds & Hazardous Trees Monitoring Total		1,461	1,651	190
		1034	Animal Pest Management	Expense	2,178	1,934	(244)
			Animal Pest Management Total		2,178	1,934	(244)
		1035	Waterfront Public Space Management	Expense	8,771	10,400	1,629
				Income	(455)	(482)	(28)
			Waterfront Public Space Management Total		8,317	9,918	1,601
		1217	PSR Nursery Operations	Expense	460	540	80
				Income	(45)	(47)	(2)
			PSR Nursery Operations Total		415	493	78
	2.1 Total				50,589	55,312	4,723
	2.2	1036	Landfill Operations & Maint	Expense	12,267	14,909	2,642
				Income	(15,920)	(18,728)	(2,808)
			Landfill Operations & Maint Total		(3,652)	(3,818)	(166)
		1037	Suburban Refuse Collection	Expense	4,662	4,670	8
				Income	(5,098)	(5,476)	(378)
			Suburban Refuse Collection Total		(436)	(805)	(370)
		1038	Domestic Recycling	Expense	7,502	7,073	(429)
				Income	(4,886)	(5,315)	(429)
			Domestic Recycling Total		2,616	1,758	(858)
		1039	Waste Minimisation	Expense	3,396	4,531	1,135
				Income	(1,656)	(1,753)	(97)
			Waste Minimisation Total		1,739	2,777	1,038
		1040	Litter Enforcement	Expense	99	111	12
			Litter Enforcement Total		99	111	12
		1041	Closed Landfill Gas Migration Monitoring	Expense	718	172	(546)
			Closed Landfill Gas Migration Monitoring Total		718	172	(546)
		1042	EV Charging & Home Energy Audits	Expense	60	44	(16)

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
				Income	0	0	0
			EV Charging & Home Energy Audits Total		60	44	(16)
	2.2 Total				1,144	239	(905)
	2.3	1044	Water - Network Maintenance	Expense	10,616	13,739	3,123
			Water - Network Maintenance Total		10,616	13,739	3,123
		1045	Water - Water Connections	Income	(47)	(49)	(2)
			Water - Water Connections Total		(47)	(49)	(2)
		1046	Water - Pump Stations Maintenance-Operations	Expense	730	768	39
			Water - Pump Stations Maintenance-Operations Total		730	768	39
		1047	Water - Asset Stewardship	Expense	41,032	36,673	(4,360)
			Water - Asset Stewardship Total		41,032	36,673	(4,360)
		1049	Water - Monitoring & Investigation	Expense	858	2,523	1,665
			Water - Monitoring & Investigation Total		858	2,523	1,665
		1051	Water - Bulk Water Purchase	Expense	21,519	27,183	5,664
			Water - Bulk Water Purchase Total		21,519	27,183	5,664
	2.3 Total				74,708	80,838	6,129
	2.4	1052	Wastewater - Asset Stewardship	Expense	35,208	45,017	9,808
			Wastewater - Asset Stewardship Total	Income	(863)	(905)	(41)
					34,345	44,112	9,767
		1055	Wastewater - Network Maintenance	Expense	8,729	9,660	930
			Wastewater - Network Maintenance Total		8,729	9,660	930
		1058	Wastewater - Monitoring & Investigation	Expense	920	2,527	1,606
			Wastewater - Monitoring & Investigation Total		920	2,527	1,606
		1059	Wastewater - Pump Station Maintenance-Ops	Expense	1,228	1,353	125
			Wastewater - Pump Station Maintenance-Ops Total		1,228	1,353	125
		1060	Wastewater - Treatment Plants	Expense	29,411	31,647	2,236
			Wastewater - Treatment Plants Total		29,411	31,647	2,236
		1219	Sludge Minimisation	Expense	108	(28)	(136)
			Sludge Minimisation Total		108	(28)	(136)
	2.4 Total				74,742	89,270	14,528
	2.5	1063	Stormwater - Asset Stewardship	Expense	28,798	36,018	7,219

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Stormwater - Asset Stewardship Total		28,798	36,018	7,219
		1064	Stormwater - Network Maintenance	Expense	4,517	4,839	322
			Stormwater - Network Maintenance Total		4,517	4,839	322
		1065	Stormwater - Monitoring & Investigation	Expense	355	377	23
			Stormwater - Monitoring & Investigation Total		355	377	23
		1067	Drainage Maintenance	Expense	1,455	1,503	48
				Income	(196)	(233)	(37)
			Drainage Maintenance Total		1,259	1,270	12
		1068	Stormwater - Pump Station Maintenance-Ops	Expense	133	141	8
			Stormwater - Pump Station Maintenance-Ops Total		133	141	8
	2.5 Total				35,062	42,645	7,584
	2.6	1069	Zealandia	Expense	1,572	2,050	477
			Zealandia Total		1,572	2,050	477
		1070	Wellington Zoo Trust	Expense	6,183	6,867	684
		Wellington Zoo Trust Total		6,183	6,867	684	
	2.6 Total				7,756	8,917	1,161
Total 2 Environment						244,001	
Economic Development	3.1	1073	WellingtonNZ Tourism	Expense	6,210	6,396	186
			WellingtonNZ Tourism Total		6,210	6,396	186
		1074	Events Fund	Expense	5,265	5,423	158
			Events Fund Total		5,265	5,423	158
		1075	Wellington Venues	Expense	14,889	16,406	1,517
				Income	(10,661)	(13,316)	(2,655)
			Wellington Venues Total		4,228	3,090	(1,137)
		1076	Destination Wellington	Expense	1,958	1,958	(0)
			Destination Wellington Total		1,958	1,958	(0)
		1077	CBD Free Wifi	Expense	30	192	163
	CBD Free Wifi Total		30	192	163		
	1078	Wellington Convention & Exhibition Centre (WCEC)	Expense	5,638	19,612	13,974	
		Income	0	(11,212)	(11,212)		

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Wellington Convention & Exhibition Centre (WCEC) Total		5,638	8,400	2,762
		1081	Economic Growth Strategy	Expense	390	1,106	716
			Economic Growth Strategy Total		390	1,106	716
		1082	City Growth Fund	Expense	2,092	2,139	47
			City Growth Fund Total		2,092	2,139	47
		1086	Sky Stadium	Expense	0	2,330	2,330
			Sky Stadium Total		0	2,330	2,330
		1087	International Relations	Expense	808	825	18
			International Relations Total		808	825	18
		1089	Business Improvement Districts	Expense	422	545	123
			Business Improvement Districts Total		422	545	123
	3.1 Total				27,038	32,403	5,366
Total 3 Economic Development							27,038
Cultural Wellbeing	4.1	1090	Wellington Museums Trust	Expense	10,098	10,754	656
			Wellington Museums Trust Total		10,098	10,754	656
		1092	Te Papa Funding	Expense	2,250	2,250	0
			Te Papa Funding Total		2,250	2,250	0
		1093	Carter Observatory	Expense	829	864	35
			Carter Observatory Total		829	864	35
		1095	City Events Programme	Expense	3,575	4,428	853
			City Events Programme Total	Income	(324)	(324)	0
					3,251	4,104	853
		1097	Citizen's Day - Mayoral Day	Expense	24	22	(2)
			Citizen's Day - Mayoral Day Total		24	22	(2)
		1098	Cultural Grants Pool	Expense	1,288	1,565	277
			Cultural Grants Pool Total		1,288	1,565	277
		1099	Subsidised Venue Hire For Community Groups	Expense	745	215	(530)
			Subsidised Venue Hire For Community Groups Total		745	215	(530)
		1100	City Arts Programme	Expense	1,295	1,537	242
				Income	(76)	(84)	(7)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			City Arts Programme Total		1,218	1,453	235
		1101	NZSO Subsidy	Expense	216	216	0
			NZSO Subsidy Total		216	216	0
		1102	Toi Poneke Arts Centre	Expense	2,044	2,021	(23)
				Income	(581)	(615)	(34)
			Toi Poneke Arts Centre Total		1,463	1,406	(57)
		1103	Public Art Fund	Expense	547	506	(40)
			Public Art Fund Total		547	506	(40)
		1104	New Zealand Ballet	Expense	164	173	9
			New Zealand Ballet Total		164	173	9
		1105	Orchestra Wellington	Expense	304	317	12
			Orchestra Wellington Total		304	317	12
		1106	Regional Amenities Fund	Expense	609	609	0
			Regional Amenities Fund Total		609	609	0
		1207	Capital of Culture	Expense	1,115	1,615	500
			Capital of Culture Total		1,115	1,615	500
	4.1 Total				24,121	26,069	1,948
Total 4 Cultural Wellbeing							24,121
Social and Recreation	5.1	1107	Swimming Pools Operations	Expense	28,155	30,946	2,792
				Income	(7,597)	(8,692)	(1,095)
			Swimming Pools Operations Total		20,558	22,255	1,697
		1108	Natural Turf Sport Operations	Expense	4,015	4,325	311
				Income	(354)	(371)	(17)
			Natural Turf Sport Operations Total		3,660	3,954	294
		1109	Synthetic Turf Sport Operations	Expense	1,671	1,899	229
				Income	(652)	(690)	(38)
			Synthetic Turf Sport Operations Total		1,019	1,209	190
		1110	Recreation Centres	Expense	4,107	4,545	438
				Income	(950)	(995)	(45)
			Recreation Centres Total		3,157	3,550	393
		1111	ASB Sports Centre	Expense	7,181	7,159	(22)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
				Income	(1,759)	(1,843)	(84)
			ASB Sports Centre Total		5,422	5,315	(107)
		1112	Basin Reserve Trust	Expense	1,908	2,071	162
			Basin Reserve Trust Total		1,908	2,071	162
		1113	Recreational NZ Academy Sport	Expense	47	47	0
			Recreational NZ Academy Sport Total		47	47	0
		1114	Playground and Skate Facility Maintenance	Expense	1,298	1,394	96
			Playground and Skate Facility Maintenance Total		1,298	1,394	96
		1115	Marina Operations	Expense	812	841	29
				Income	(724)	(759)	(35)
			Marina Operations Total		88	82	(6)
		1116	Municipal Golf Course	Expense	263	242	(20)
				Income	(75)	(79)	(4)
			Municipal Golf Course Total		187	163	(24)
		1117	Recreation Programmes	Expense	554	563	8
				Income	(77)	(80)	(3)
			Recreation Programmes Total		477	483	5
	5.1 Total				37,822	40,523	2,701
	5.2						
		1118	Library Network - Wide Operation	Expense	14,137	14,406	269
				Income	(101)	(57)	44
			Library Network - Wide Operation Total		14,036	14,349	312
		1119	Branch Libraries	Expense	10,004	10,509	505
				Income	(312)	(262)	51
			Branch Libraries Total		9,692	10,248	555
		1120	Passport to Leisure Programme	Expense	138	132	(6)
			Passport to Leisure Programme Total		138	132	(6)
		1121	Community Advice & Information	Expense	1,961	2,726	765
			Community Advice & Information Total		1,961	2,726	765
		1122	Community Group Relationship Management	Expense	182	251	69
			Community Group Relationship Management Total		182	251	69
		1123	Support for Wellington Homeless	Expense	224	233	8

Strategy	Activity Group	Activity	Activity Description	Income/Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Support for Wellington Homeless Total		224	233	8
		1124	Social & Recreational Grant Pool	Expense	4,188	4,584	396
			Social & Recreational Grant Pool Total		4,188	4,584	396
		1125	Housing Operations and Maintenance	Expense	40,462	32,825	(7,637)
				Income	(27,559)	(14,116)	13,442
			Housing Operations and Maintenance Total		12,904	18,708	5,805
		1126	Housing Upgrade Project	Expense	1	1	0
			Housing Upgrade Project Total		1	1	0
		1127	Community Property Programmed Maintenance	Expense	640	775	135
				Income	(4)	(4)	(0)
			Community Property Programmed Maintenance Total		636	771	135
		1128	Community Halls Operations and Maintenance	Expense	889	1,458	570
				Income	(46)	(48)	(2)
			Community Halls Operations and Maintenance Total		843	1,411	568
		1129	Community Prop & Facility Ops	Expense	3,571	3,922	351
				Income	(304)	(319)	(15)
			Community Prop & Facility Ops Total		3,267	3,603	336
		1130	Rent Grants For Community Welfare Groups	Expense	232	232	0
			Rent Grants For Community Welfare Groups Total		232	232	0
		1208	CBD Library Services Network	Expense	6,811	8,950	2,139
				Income	(47)		47
			CBD Library Services Network Total		6,764	8,950	2,186
	5.2 Total				55,068	66,198	11,130
	5.3	1131	Burial & Cremation Operations	Expense	2,251	2,456	205
				Income	(1,069)	(1,120)	(51)
			Burial & Cremation Operations Total		1,182	1,336	154
		1132	Public Toilet Cleaning And Maintenance	Expense	3,989	4,402	412
			Public Toilet Cleaning And Maintenance Total		3,989	4,402	412
		1133	Public Health (Food & Alcohol Premises, Dog Registrations)	Expense	5,873	6,316	443

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Public Health (Food & Alcohol Premises, Dog Registrations) Total	Income	(2,943)	(4,061)	(1,118)
		1134	Noise Monitoring	Expense	834	900	66
			Noise Monitoring Total	Income	(2)	(3)	(0)
					831	897	66
		1135	Anti-Graffiti Flying Squad	Expense	1,402	1,852	450
			Anti-Graffiti Flying Squad Total		1,402	1,852	450
		1136	Safe City Project Operations	Expense	2,137	2,455	319
			Safe City Project Operations Total		2,137	2,455	319
		1137	Civil Defence	Expense	2,588	2,617	28
				Income	(14)	(14)	(0)
			Civil Defence Total		2,574	2,602	28
		1138	Rural Fire	Expense	41	64	24
			Rural Fire Total		41	64	24
	5.3 Total				15,086	15,864	778
Total 5 Social and Recreation							107,976
Urban Development	6.1	1139	District Plan	Expense	7,458	6,514	(944)
			District Plan Total		7,458	6,514	(944)
		1141	Build Wellington Developments	Expense	2,310	2,161	(149)
			Build Wellington Developments Total		2,310	2,161	(149)
		1142	Public Art and Sculpture Maintenance	Expense	434	444	10
			Public Art and Sculpture Maintenance Total		434	444	10
		1143	Public Space-Centre Development Plan	Expense	3,553	4,918	1,365
			Public Space-Centre Development Plan Total		3,553	4,918	1,365
		1145	City Heritage Development	Expense	1,324	1,401	77
			City Heritage Development Total		1,324	1,401	77
		1206	Housing Investment Programme	Expense	7,228	7,706	478
				Income	(5,643)	(5,989)	(347)
			Housing Investment Programme Total		1,585	1,717	132
		1215	Te Ngakau Programme	Expense	2,318	1,073	(1,246)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Te Ngakau Programme Total		2,318	1,073	(1,246)
		1226	Sub-Surface Asset Data Project	Expense	0	2,839	2,839
				Income	0	(2,610)	(2,610)
			Sub-Surface Asset Data Project Total		0	229	229
	6.1 Total				18,984	18,457	(526)
	6.2	1146	Building Control and Facilitation	Expense	19,640	21,164	1,524
				Income	(13,813)	(14,174)	(361)
			Building Control and Facilitation Total		5,827	6,989	1,163
		1148	Development Control and Facilitation	Expense	9,188	9,650	462
				Income	(4,519)	(4,677)	(158)
			Development Control and Facilitation Total		4,670	4,973	304
		1149	Earthquake Assessment Study	Expense	250		(250)
			Earthquake Assessment Study Total		250		(250)
		1151	Earthquake Risk Building Project	Expense	4,736	1,496	(3,241)
				Income	(3)	(3)	(0)
			Earthquake Risk Building Project Total		4,733	1,492	(3,241)
	6.2 Total				15,479	13,455	(2,024)
Total 6 Urban Development							34,463
Transport	7.1	1152	Ngauranga to Airport Corridor	Expense	662	673	10
			Ngauranga to Airport Corridor Total		662	673	10
		1153	Transport Planning and Policy	Expense	356	1,354	998
				Income	(313)		313
			Transport Planning and Policy Total		43	1,354	1,311
		1154	Road Maintenance	Expense	2,763	2,992	229
				Income	(1,196)	(1,487)	(292)
			Road Maintenance Total		1,568	1,505	(63)
		1155	Tawa Shared Driveways Maintenance	Expense	26	33	7
				Income		(2)	(2)
			Tawa Shared Driveways Maintenance Total		26	32	5
		1156	Wall, Bridge & Tunnel Maintenance	Expense	379	381	2
				Income	(113)	(125)	(12)
			Wall, Bridge & Tunnel Maintenance Total		266	257	(10)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
		1157	Drains & Walls Asset Management	Expense	9,290	13,636	4,346
				Income	(185)	(195)	(11)
			Drains & Walls Asset Management Total		9,106	13,441	4,335
		1158	Kerb & Channel Maintenance	Expense	921	960	39
				Income	(425)	(511)	(86)
			Kerb & Channel Maintenance Total		496	449	(47)
		1159	Vehicle Network Asset Management	Expense	30,787	35,148	4,361
				Income	(356)	(385)	(29)
			Vehicle Network Asset Management Total		30,431	34,763	4,332
		1160	Port and Ferry Access Planning	Expense	76	70	(6)
			Port and Ferry Access Planning Total		76	70	(6)
		1161	Cycleways Maintenance	Expense	183	203	20
				Income	(87)	(108)	(21)
			Cycleways Maintenance Total		97	95	(1)
		1162	Cycleway Asset Management	Expense	1,288	148	(1,140)
				Income	(7)	(8)	(1)
			Cycleway Asset Management Total		1,280	140	(1,140)
		1163	Cycleways Planning	Expense	712	5,009	4,297
				Income	(204)	(689)	(485)
			Cycleways Planning Total		508	4,320	3,812
		1164	Lambton Quay Interchange Maintenance	Expense	865	1,009	144
				Income	(447)	(465)	(18)
			Lambton Quay Interchange Maintenance Total		418	544	126
		1165	Street Furniture Advertising	Expense	3	4	1
				Income	(1,309)	(1,362)	(52)
			Street Furniture Advertising Total		(1,306)	(1,358)	(51)
		1166	Passenger Transport Asset Management	Expense	975	1,143	168
				Income	(3)	(3)	(0)
			Passenger Transport Asset Management Total		972	1,140	168
		1167	Bus Priority Plan	Expense	199	141	(58)
			Bus Priority Plan Total		199	141	(58)
		1168	Cable Car	Expense	1,654	602	(1,052)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Cable Car Total		1,654	602	(1,052)
		1170	Street Furniture Maintenance	Expense	331	358	27
				Income	(24)	(47)	(24)
			Street Furniture Maintenance Total		307	310	4
		1171	Footpaths Asset Management	Expense	6,593	11,079	4,485
				Income	(94)	(100)	(6)
			Footpaths Asset Management Total		6,499	10,978	4,479
		1172	Footpaths & Accessway Maintenance	Expense	1,031	1,066	35
				Income	(462)	(553)	(91)
			Footpaths & Accessway Maintenance Total		569	513	(56)
		1173	Footpaths Structures Maintenance	Expense	211	200	(11)
				Income	(102)	(107)	(5)
			Footpaths Structures Maintenance Total		109	93	(16)
		1174	Traffic Signals Maintenance	Expense	1,559	1,637	77
				Income	(694)	(733)	(39)
			Traffic Signals Maintenance Total		866	904	38
		1175	Traffic Control Asset Management	Expense	3,097	3,460	362
				Income	(226)	(239)	(13)
			Traffic Control Asset Management Total		2,871	3,220	349
		1176	Road Marking Maintenance	Expense	1,878	1,926	48
				Income	(864)	(915)	(51)
			Road Marking Maintenance Total		1,014	1,011	(3)
		1177	Traffic & Street Sign Maintenance	Expense	418	391	(28)
				Income	(185)	(196)	(10)
			Traffic & Street Sign Maintenance Total		233	195	(38)
		1178	Network Planning & Coordination	Expense	3,215	3,197	(18)
				Income	(1,347)	(1,412)	(65)
			Network Planning & Coordination Total		1,868	1,785	(83)
		1179	Street Lighting Maintenance	Expense	2,778	9,743	6,965
				Income	(1,900)	(5,058)	(3,158)
			Street Lighting Maintenance Total		878	4,685	3,807
		1180	Transport Education & Promotion	Expense	873	335	(538)

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
			Transport Education & Promotion Total	Income	(248)	(257)	(9)
					625	79	(547)
		1181	Fences & Guardrails Maintenance	Expense	451	486	36
				Income	(209)	(865)	(656)
			Fences & Guardrails Maintenance Total		242	(379)	(620)
		1182	Safety Asset Management	Expense	3,491	4,211	720
				Income	(183)	(192)	(9)
			Safety Asset Management Total		3,308	4,019	711
		1209	LGWM - Mass Rapid Transit	Expense	9,897	15,615	5,717
			LGWM - Mass Rapid Transit Total		9,897	15,615	5,717
		1210	LGWM - State Highway Improvements	Expense	3,934	5,208	1,274
			LGWM - State Highway Improvements Total		3,934	5,208	1,274
		1211	LGWM - Travel Demand Management	Expense	337	704	367
			LGWM - Travel Demand Management Total		337	704	367
	1212	LGWM - City Streets	Expense	3,014	1,374	(1,641)	
		LGWM - City Streets Total		3,014	1,374	(1,641)	
	7.1 Total				83,068	108,481	25,413
	7.2	1184	Parking Services & Enforcement	Expense	17,745	19,300	1,555
				Income	(39,469)	(40,691)	(1,222)
			Parking Services & Enforcement Total		(21,724)	(21,390)	333
1185		Waterfront Parking Services	Expense	172	173	1	
			Income	(484)	(501)	(17)	
		Waterfront Parking Services Total		(312)	(328)	(16)	
7.2 Total				(22,036)	(21,718)	317	
Total 7 Transport							61,033
Council	10.1	1186	Waterfront Commercial Property Services	Expense	4,936	6,181	1,246
				Income	(2,357)	(2,459)	(102)
			Waterfront Commercial Property Services Total		2,579	3,723	1,144
		1187	Commercial Property Management & Services	Expense	6,593	8,371	1,778
				Income	(3,117)	(3,017)	100
		Commercial Property Management & Services Total		3,476	5,354	1,878	

Strategy	Activity Group	Activity	Activity Description	Income/ Expense	2022/23 Annual Plan	2023/24 Annual Plan	Variance
		1190	Information Services SLA	Expense Income	108 (108)	108 (108)	0 0
			Information Services SLA Total		(0)	(0)	0
		1191	NZTA Income on Capex Work	Income	(28,514)	(38,892)	(10,378)
			NZTA Income on Capex Work Total		(28,514)	(38,892)	(10,378)
		1193	Self Insurance Reserve	Expense	1,608	1,446	(162)
			Self Insurance Reserve Total		1,608	1,446	(162)
		1194	Information Management	Expense		0	0
			Information Management Total			0	0
		1196	External Capital Funding	Income	(2,290)	(126,331)	(124,041)
			External Capital Funding Total		(2,290)	(126,331)	(124,041)
		1197	Plimmer Bequest Project Expenditure	Income	0	(776)	(776)
			Plimmer Bequest Project Expenditure Total		0	(776)	(776)
		1198	Waterfront Utilities Management	Expense Income	633 (254)	614 (266)	(19) (12)
			Waterfront Utilities Management Total		379	348	(31)
		1200	Org	Expense Income	18,750 (454,220)	10,942 (505,461)	(7,809) (51,241)
			Org Total		(435,470)	(494,519)	(59,050)
		1203	PPORGGroundLease	Expense Income		212 (10,246)	212 (10,246)
			PPORGGroundLease Total			(10,034)	(10,034)
		1204	Sustainable Parking Infrastructure	Income	171	(179)	(350)
			Sustainable Parking Infrastructure Total		171	(179)	(350)
	10.1 Total				(458,061)	(659,861)	(201,800)
Total 10 Council							(458,061)
Grand Total					71,539	(50,957)	(122,496)

Capital Expenditure by Activity

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
Governance	1.1	2000	Committee & Council Processes	2000002000	Democratic Services - Mayoral Vehicle / Committee Room Renew	134	0	(134)
			Committee & Council Processes Total			134	0	(134)
		2143	EV Fleet Transformation	2010902143	EV Fleet Transformation	919	879	(40)
			EV Fleet Transformation Total			919	879	(40)
		2144	Public EV Chargers	2010912144	Public EV Chargers	685	685	0
			Public EV Chargers Total			685	685	0
		2145	Car sharing enhancement	2010922145	Car sharing enhancement	52	52	0
			Car sharing enhancement Total			52	52	0
		1.1 Total				1,789	1,615	(174)
		Total 1 Governance						1,789
Environment	2.1	2001	Property Purchases - Reserves	2010302001	Cemetery Land	1,541	0	(1,541)
				2010312001	Land Purchases	0	1,463	1,463
			Property Purchases - Reserves Total			1,541	1,463	(78)
		2003	Parks Infrastructure	2000002003	PSR Parks Infrastructure - Renewals (CX)	369	323	(46)
				2005932003	Parks infrastructure General Upgrades	61	61	0
				2005942003	Dog Exercise Area Improvements	11	11	0
				2008672003	Parks Infrastructure Renewals	220	220	(0)
			Parks Infrastructure Total			662	616	(46)
		2004	Parks Buildings	2000042004	PSR Parks Buildings - FM Renewals	393	629	236
				2005972004	Building Renewals Not FM	358	158	(200)
			Parks Buildings Total			751	787	36
		2005	Plimmer Bequest Project	2000062005	PSR Plimmer Bequest Expenditure (CX)	0	282	282
			Plimmer Bequest Project Total			0	282	282
		2006	Botanic Garden	2000072006	Botanic Garden Citycare renewals	582	663	82
				2006392006	PSR Botanic Wayfinding Signs & Interpret	11	79	68
				2006412006	PSR Bolton St Grave & Memorial Repairs	21	21	(0)
				2006512006	Botanic Garden Asset Renewals	448	501	52
				2006832006	PSR Allocation P&D	1	1	0

Commented [KM1]: @Amy Brannigan table are added but some reformatting will be required.

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
				2006852006	PSR Allocation - Property (Architects)	31	37	6
				2007892006	Otari Walkway upgrades	105	0	(105)
				2010342006	Begonia House and Café	144	647	503
			Botanic Garden Total			1,342	1,948	607
	2007	Coastal - upgrades		2000092007	Coastal Beautification	70	75	5
		Coastal - upgrades Total				70	75	5
	2008	Coastal		2000102008	PSR Coastal - Renewals (CX)	331	187	(144)
		Coastal Total				331	187	(144)
	2009	Town Belt & Reserves		2000112009	PSR Town Belt & Reserves - Renewals (CX)	377	559	182
					Other BU Labour Allocations Property			
				2010002009	Urban Design	37	0	(37)
				2010362009	Fish Passages	15	15	0
				2010372009	Signage	12	12	0
				2011142009	Huetepara Park Lyall Bay	154	2,377	2,223
				2011182009	Workingmen's Bowling Club Newtown	0	1,500	1,500
		Town Belt & Reserves Total				596	4,464	3,868
	2010	Walkways renewals		2000132010	Walkway Renewals General	263	180	(83)
				2006042010	Community Special Trail Initiatives	87	87	0
				2006072010	Townbelt Trails	84	84	(0)
				2006082010	Outer Green Belt Trails	55	55	0
				2006092010	Northern Reseve Trails	55	55	0
					Makara Peak Upgrade Supporters			
				2006102010	Priorities	31	31	0
				2006112010	Suburban Reserve Trails	44	44	0
				2007852010	Skyline Extension	329	169	(160)
				2010402010	Makara Peak Trails	111	111	0
				2011082010	Te Kopahau Trails	200	0	(200)
		Walkways renewals Total				1,258	815	(442)
	2.1 Total					6,550	10,637	4,087
	2.2	2011	Southern Landfill Improvement	2000152011	2011 Southern Landfill Extension	4,271	7,553	3,282
				2000172011	Southern Landfill Carbon Unit Purchases	0	3,706	3,706

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$'000)	2023/24 Budget (\$'000)	Variance
				2000182011	Southern Landfill Infrastructure Renewals	79	79	0
			Southern Landfill Improvement Total			4,351	11,339	6,988
	2.2 Total					4,351	11,339	6,988
	2.3	2013	Water - Network renewals	2008002013	WCC PW Network Renewals	1,246	1,292	46
			Water - Network renewals Total			1,246	1,292	46
		2016	Water - Network upgrades	2008032016	PW Network Upgrades	1,000	0	(1,000)
				2010592016	WCC PW Network Upgrades - Growth	1,000	0	(1,000)
			Water - Network upgrades Total			2,246	1,292	(954)
		2019	Water - Reservoir renewals	2008092019	WCC PW Reservoir renewals	8,350	14,178	5,829
			Water - Reservoir renewals Total			8,350	14,178	5,829
		2020	Water - Reservoir upgrades	2008102020	WCC PW Reservoir upgrades	1,238	3,416	2,178
				2010602020	WCC PW Reservoir Upgrades - Growth	614	1,125	510
			Water - Reservoir upgrades Total			1,852	4,541	2,689
	2.3 Total					876	4,192	3,316
	2.4	2023	Wastewater - Network renewals	2008072023	WCC WW Network renewals	876	4,192	3,316
			Wastewater - Network renewals Total			1,729	1,168	(560)
		2024	Wastewater - Network upgrades	2008052024	WCC WW Network upgrades	13,011	1,099	(11,912)
				2010612024	WCC WW Network Upgrades - Growth	14,740	2,268	(12,472)
			Wastewater - Network upgrades Total			25,817	25,179	(639)
		2146	Sludge Minimisation	2010932146	Sludge Minimisation	13,885	13,390	(495)
			Sludge Minimisation Total			13,885	13,390	(495)
	2.4 Total					2,058	5,259	3,200
	2.5	2028	Stormwater - Network upgrades	2008062028	WCC SW Network upgrades	15,446	10,260	(5,186)
				2010582028	WCC SW Network Upgrades - Growth	17,504	15,518	(1,986)
			Stormwater - Network upgrades Total			22,663	126,243	103,581
		2029	Stormwater - Network renewals	2008082029	WCC SW Network renewals	22,663	126,243	103,581
			Stormwater - Network renewals Total			54,052	155,152	101,099
	2.5 Total					3,566	5,994	2,428
	2.6	2033	Zoo renewals	2000672033	Zoo renewals - Zoo Renewals	168	0	(168)
			Zoo renewals Total			3,734	5,994	2,260
		2034	Zoo upgrades	2008522034	Snow Leopards Habitat	4,012	0	(4,012)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
			Zoo upgrades Total			4,012	0	(4,012)
	2.6 Total					7,745	5,994	(1,751)
Total 2 Environment								100,762
Economic Development	3.1	2035	Wellington Venues renewals	2000712035	Venues property renewals - General capex	6,635	785	(5,850)
				2000812035	Venues property renewals - Internal labour allocations	45	46	1
				2010182035	BU 21 CCO Venues Operational Assets	1,111	1,086	(24)
			Wellington Venues renewals Total			7,791	1,917	(5,874)
		2036	Events Centre upgrades	2010732036	Venues Upgrades	2,050	0	(2,050)
			Events Centre upgrades Total			2,050	0	(2,050)
			Venues Upgrades	2010732036	Venues Upgrades	0	4,500	4,500
			Venues Upgrades Total			0	4,500	4,500
	3.1 Total					9,841	6,418	(3,423)
Total 3 Economic Development								9,841
Cultural Wellbeing	4.1	2038	Gallery & Museum Upgrades	2008392038	Bond Store Upgrade	1,515	0	(1,515)
				2011242038	Spaceplace renewals	967	210	(757)
			Gallery & Museum Upgrades Total			2,481	210	(2,271)
		2041	Te ara o nga tupuna - Maori heritage trails	2000832041	Toa Pou	968	730	(238)
			Te ara o nga tupuna - Maori heritage trails Total			968	730	(238)
		2042	Arts Installation	2000842042	Arts Installation - Arts Installation 1	67	164	97
			Arts Installation Total			67	164	97
		2129	Wellington Convention & Exhibition Centre (WCEC)	2002982129	Wellington Convention and Exhibition Centre	29,339	112	(29,227)
			Wellington Convention & Exhibition Centre (WCEC) Total			29,339	112	(29,227)
	4.1 Total					32,855	1,216	(31,639)
Total 4 Cultural Wellbeing								32,855

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
Social and Recreation	5.1	2043	Aquatic Facility upgrades	2008782043	Khandallah Swimming Pool Upgrade	0	4,830	4,830
			Aquatic Facility upgrades Total			0	4,830	4,830
		2044	Aquatic Facility renewals	2000862044	PSR Aquatic Facility - Renewals (CX)	3,080	2,037	(1,044)
				2010562044	Earthquake Resilience	2,080	0	(2,080)
			Aquatic Facility renewals Total			5,160	2,037	(3,124)
		2045	Sportsfields upgrades	2000872045	PSR Sportsfields - Renewals (CX)	541	566	25
				2008602045	Grenada North Community Sports Hub	0	206	206
				2011212045	FIFA Fifa Lighting Sportsfieds	1,900	0	(1,900)
			Sportsfields upgrades Total			2,441	772	(1,670)
		2046	Synthetic Turf Sportsfields renewals	2010422046	Synthetic Turf Renewals	2,952	1,315	(1,637)
			Synthetic Turf Sportsfields renewals Total			2,952	1,315	(1,637)
		2048	Recreation Centre Renewal	2000912048	PSR Recreation Centres - Renewals (CX)	1,088	902	(186)
			Recreation Centre Renewal Total			1,088	902	(186)
		2049	ASB Sports Centre	2000932049	PSR ASB Sports Centre - Renewals (CX)	975	391	(584)
			ASB Sports Centre Total			975	391	(584)
		2050	Basin Reserve	2000942050	Basin Reserve (Balance of Master Plan)	1,920	785	(1,136)
				2000962050	Basin Reserve - Basin Reserve Renewals	0	383	383
			Basin Reserve Total			1,920	1,168	(753)
		2051	Playgrounds renewals & upgrades	2000972051	PSR Playgrounds - Renewals (CX)	2,907	2,581	(326)
				2010942051	Skate Park Upgrades	411	0	(411)
				2011222051	Destination Skate Park – Kilbirnie Park	0	300	300
			Playgrounds renewals & upgrades Total			3,317	2,881	(437)
		2052	Evans Bay Marina - Renewals	2000992052	PSR Evans Bay Marina - Renewals (CX)	435	593	158
			Evans Bay Marina - Renewals Total			435	593	158
		2053	Clyde Quay Marina - Upgrade	2001002053	PSR Clyde Quay Marina - Upgrade (CX)	1	1	(0)
				2003012053	PSR Clyde Quay Marina - Renewal (CX)	70	67	(4)
				2007662053	PSR Clyde Quay Marina - FM renewals	0	23	23
			Clyde Quay Marina - Upgrade Total			71	90	19

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
			5.1 Total			18,361	14,978	(3,383)
	5.2	2054	Library Materials Upgrade	2001012054	Library Materials Upgrade - Library Collection	2,202	3,313	1,111
			Library Materials Upgrade Total			2,202	3,313	1,111
		2055	Library Computer and Systems Replacement	2003372055	Computer Renewals	158	376	218
			Library Computer and Systems Replacement Total			158	376	218
		2056	Central Library - Upgrades and Renewals	2010842056	Central Library – Upgrades & Renewals	20	0	(20)
			Central Library - Upgrades and Renewals Total			20	0	(20)
		2058	Branch Library - Renewals	2005702058	Community services Assessability Funds	514	168	(346)
				2010822058	Branch Library – Renewals	389	485	95
				2010832058	Branch Library – Western Cluster	6	21	15
				2011022058	Libraries Accessible Signage	0	100	100
				2011032058	Libraries - CMS Accessible Website	0	100	100
			Branch Library - Renewals Total			909	874	(35)
		2059	Housing upgrades	2010232059	Healthy Homes Standard Programme	5,488	4,000	(1,488)
			Housing upgrades Total			5,488	4,000	(1,488)
		2060	Housing renewals	2001182060	Housing renewals - BAU Capex	9,704	5,000	(4,704)
				2009252060	Housing renewals - Balconies - GRA	2,729		(2,729)
				2010242060	Single Capital Programme	8,527	13,000	4,473
			Housing renewals Total			20,961	18,000	(2,961)
		2061	Community Centres and Halls - Upgrades and Renewals	2001312061	Community Services - Renewals	86	86	0
				2001322061	Community Services - Other Renewals	1,400	0	(1,400)
				2001362061	Community Services - Aro Valley			
				2001362061	Community Centre	798	0	(798)
				2001382061	Community Services - Newtown			
				2001382061	Community Centre	1,072	0	(1,072)
				2001392061	Community Services - Strathmore			
				2001392061	Community Centre	1,167	0	(1,167)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
				2001402061	Community Halls - upgrades & renewals	0	0	(0)
				2010222061	Community Services - Karori Event Centre Fitout	1,044	1,044	0
				2010862061	Aho Tini – Venues Programme	0	205	205
				2010872061	Children and Young People Policy - Youth Spaces	0	600	600
				2011042061	Tawa & Linden Community Centres	0	700	700
			Community Centres and Halls - Upgrades and Renewals Total			5,566	2,635	(2,930)
	5.2 Total					35,303	29,197	(6,105)
	5.3	2062	Burial & Cremations	2001412062	PSR Makara Ash Plot Development	1	3	1
				2006902062	PSR Upgrades Headstone Beams Makara Cem	58	63	5
				2006932062	PSR Cemetery Open Space Renewals	322	470	149
				2007672062	Cemetery FM Renewals	21	26	5
			Burial & Cremations Total			402	562	161
		2063	Public Convenience and pavilions	2001432063	PSR Pub & Pav Rnwl NON FM Discret	1,098	486	(613)
				2006332063	FM Model	27	45	18
				2006342063	FM Renewals and Discretionary	941	908	(34)
				2008612063	Lincolnshire Stebbings Public Convenience	0	0	0
				2010462063	Pub Conven/Pavil Upg	0	308	308
				2011202063	FIFA Changing room upgrades (Gender Neutral)	805	0	(805)
			Public Convenience and pavilions Total			2,872	1,747	(1,125)
		2064	Safety Initiatives	2005782064	Community Services - Safety Initiatives	120	120	0
				2010802064	Community Services – Te Aro Park Safety	1,615	2,191	576
			Safety Initiatives Total			1,735	2,310	576
		2065	Emergency Management renewals	2001452065	2065 Civil Defence Deployable Assets	82	28	(54)
			Emergency Management renewals Total			82	28	(54)
	5.3 Total					5,090	4,648	(443)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
Total 5 Social and Recreation								58,754
Urban								
Development	6.1	2067	Wgtn Waterfront Development	2001492067	Build Wellington - FKP Playground	1,284	2,250	966
				2010472067	Site 9 Upgrade	1,274	0	(1,274)
			Wgtn Waterfront Development Total			2,558	2,250	(308)
		2068	Waterfront Renewals	2006432068	PSR Waterfront Public space renewals	590	433	(157)
				2006442068	PSR Waterfront Jetty & Wharf Structure Renewals	577	577	0
				2006462068	PSR Waterfront Artworks	21	21	(0)
				2006472068	PSR Waterfront Seawalls	21	21	0
				2006482068	PSR Waterfront Building renewals	157	157	(0)
				2009382068	Waterfront Crane Renewals	0	385	385
				2010492068	Sails	0	14	14
				2010522068	Shed 5	1,605	1,945	340
				2010532068	Shed 1	3,200	0	(3,200)
			Waterfront Renewals Total			6,172	3,554	(2,618)
		2070	Central City Framework	2001552070	Laneways	360	58	(302)
				2010652070	GNP – Central City Greening	154	0	(154)
				2010662070	Pocket parks - 44 Fedrerick Street	3,911	1,350	(2,561)
				2010852070	Poneke Promise – Streetscape	32	2,324	2,292
			Central City Framework Total			4,458	3,732	(725)
		2073	Suburban Centres upgrades	2003152073	Small Centre Beaufitication	1,863	1,664	(198)
				2003812073	Karori Upgrade	0	209	209
			Suburban Centres upgrades Total			1,863	1,874	11
		2074	Minor CBD Enhancements	2001582074	Minor CBD Enhancements - Minor CBD Enhancements	49	49	0
			Minor CBD Enhancements Total			49	49	0
		2136	Housing Investment Programme	2008252136	Build Wellington - Housing Investment Programme Cpx	2,339	2,253	(86)
				2009652136	SHIP – Harrison Street	2,964	0	(2,964)
				2009662136	SHIP – Nairn Street	1,626	0	(1,626)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
				2009852136	SHIP – 132 Owen Street	1,277	2,218	941
			Housing Investment Programme Total			8,207	4,472	(3,735)
					Build Wellington - Great Harbour Way - Carriageway Shelly Ba	0	2,451	2,451
		2137	Build Wellington Developments	2008542137		0	2,451	2,451
			Build Wellington Developments Total			0	2,451	2,451
		6.1 Total				23,306	18,382	(4,924)
	6.2	2076	Earthquake Risk Mitigation	2001652076	EQS - Zoo	200	0	(200)
				2003202076	Build Wellington - EQS - Town Hall	33,058	46,309	13,251
			Earthquake Risk Mitigation Total			33,258	46,309	13,051
		6.2 Total				33,258	46,309	13,051
Total 6 Urban Development								56,564
Transport	7.1	2077	Wall, Bridge & Tunnel Renewals	2001722077	2077 Sea Wall Renewals	2,815	2,316	(499)
				2001732077	2077 Retaining Wall Renewals	5,757	1,648	(4,110)
				2001762077	2077 Bridges Renewals	215	216	0
			Wall, Bridge & Tunnel Renewals Total			8,787	4,179	(4,608)
		2078	Asphalt & Other Seal Renewals	2001772078	2078 Asphalt & Other Seal Renewals	1,382	1,502	120
			Asphalt & Other Seal Renewals Total			1,382	1,502	120
		2079	Chipseal Renewals	2001782079	2079 Chipseal Renewals	5,353	6,773	1,420
			Chipseal Renewals Total			5,353	6,773	1,420
		2080	Preseal Preparations	2001792080	2080 Preseal Preparations	4,012	4,571	558
			Preseal Preparations Total			4,012	4,571	558
		2081	Shape & Camber Correction	2001802081	2081 Shape & Camber Correction	3,246	2,802	(444)
			Shape & Camber Correction Total			3,246	2,802	(444)
		2082	Drainage Renewals	2001812082	2082 Drainage Renewals	285	323	37
			Drainage Renewals Total			285	323	37
		2083	Wall Upgrades	2001832083	2083 Retaining Walls Upgrades	3,401	3,404	3
			Wall Upgrades Total			3,401	3,404	3
		2084	Service Lane & Road Boundary Upgrades	2003422084	2084 Service Lane & Road Boundary Upgrades	1,055	60	(995)
			Service Lane & Road Boundary Upgrades Total			1,055	60	(995)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
		2085	Tunnel & Bridge Upgrades	2001912085	2085 Bridge Improvements	1,342	1,345	3
				2001922085	2085 Tunnels Upgrades	258	260	1
			Tunnel & Bridge Upgrades Total			1,601	1,605	4
		2086	Kerb & Channels Renewals	2001962086	2086 Kerb & Channel Renewals	1,979	2,630	650
			Kerb & Channels Renewals Total			1,979	2,630	650
		2088	Emergency Route Walls Upgrades	2008192088	2088 Ngaio Gorge Resilience Upgrades	2,064	160	(1,905)
				2009422088	2088 Wadestown Route Resilience Upgrades	2,284	489	(1,795)
			Emergency Route Walls Upgrades Total			4,348	649	(3,700)
		2089	Roading Capacity Upgrades	2007422089	2089 Roading Capacity Upgrades	2,008	0	(2,008)
			Roading Capacity Upgrades Total			2,008	0	(2,008)
		2090	Roading Rebuild	2002012090	2090 Roading Rebuild	1,863	2,859	996
			Roading Rebuild Total			1,863	2,859	996
		2094	Cycling Network Renewals	2006662094	2094 Cycleways Minor Works	1,031	1,035	4
				2006692094	2094 East Corridor - Evans Bay	7,140	7,172	31
				2006732094	2094 East Corridor - Kilbirnie	1,007	1,084	77
				2006762094	2094 Cycleways	15,581	4,410	(11,171)
				2008552094	2094 Island Bay Cycleway 2018 (CC297)	1,724	4,895	3,171
				2010962094	Transitional Cycleway Program		10,931	10,931
				2010952094	Cycleway Masterplan Refresh		293	293
			Cycling Network Renewals Total			26,483	29,820	3,337
		2095	Bus Priority Planning	2002102095	2095 Bus Shelters	178	180	2
				2002112095	2095 Bus Priority Improvements	118	122	3
			Bus Priority Planning Total			297	301	5
		2096	Footpaths Structures Renewals & Upgrades	2002132096	2096 Footpaths Structures Upgrades	303	304	1
				2009502096	2096 Footpaths Structures Renewals	28	28	0
			Footpaths Structures Renewals & Upgrades Total			331	332	1
		2097	Footpaths Renewals	2002152097	2097 Footpaths Renewals	4,342	6,030	1,688
			Footpaths Renewals Total			4,342	6,030	1,688

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
		2098	Footpaths Upgrades	2002162098	2098 Safer Routes to Schools	286	572	286
				2002172098	2098 Footpaths Upgrades	3,334	3,415	81
			Footpaths Upgrades Total			3,620	3,987	368
		2099	Street Furniture Renewals	2002182099	2099 Street Furniture Renewals	197	248	51
			Street Furniture Renewals Total			197	248	51
		2100	Pedestrian Network Accessways	2002192100	2100 Pedestrian Accessways Renewals	269	292	24
			Pedestrian Network Accessways Total			269	292	24
		2101	Traffic & Street Signs Renewals	2002202101	2101 Traffic & Street Signs Renewals	1,251	1,421	170
			Traffic & Street Signs Renewals Total			1,251	1,421	170
		2102	Traffic Signals Renewals	2002212102	2102 Traffic Signals Renewals	1,078	1,000	(77)
			Traffic Signals Renewals Total			1,078	1,000	(77)
		2103	Street Lights Renewals & Upgrades	2002282103	2103 Street Light Renewals	906	667	(239)
				2002292103	2103 Street Light Upgrades	103	103	0
				2008262103	2103 LED Street Light Transition	2,445	627	(1,818)
			Street Lights Renewals & Upgrades Total			3,454	1,397	(2,057)
		2104	Rural Road Upgrades	2002302104	2104 Rural Road Upgrades	356	128	(228)
			Rural Road Upgrades Total			356	128	(228)
		2105	Minor Works Upgrades	2002312105	2105 Minor Works Upgrades	4,297	4,893	596
				2006592105	2105 Drainage Upgrades	718	733	16
			Minor Works Upgrades Total			5,015	5,627	612
		2106	Fences & Guardrails Renewals	2002322106	2106 Fences & Guardrails Renewals	900	857	(43)
			Fences & Guardrails Renewals Total			900	857	(43)
		2107	Speed Management Upgrades	2002332107	2107 Speed Management Upgrades	458	7,083	6,625
			Speed Management Upgrades Total			458	7,083	6,625
		2141	LGWM - City Streets	2010102141	PT - Bus Priority Early Improvements	4,544	7,517	2,973
				2010122141	Walking - Central Area Walking Early Improvements	364	20	(344)
				2010172141	Cycling - Central Area Cycling Early Improvements	156	8	(147)
			LGWM - City Streets Total			5,064	7,545	2,481

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
		2142	LGWM - Early Delivery	2010142142	Golden Mile	11,983	12,234	250
				2010152142	Thorndon Quay and Hutt Road	919	15,022	14,102
				2010162142	Central City and SH1 Walking Cycling and Safe Speeds	2,696	1,013	(1,683)
			LGWM - Early Delivery Total			15,598	28,269	12,670
		7.1 Total				108,033	125,693	17,660
	7.2	2108	Parking Asset renewals	2002342108	Parking Meter Renewals	2,272	2,569	297
			Parking Asset renewals Total			2,272	2,569	297
		2109	Parking Upgrades	2002362109	2109 Parking Upgrades	190	194	5
			Parking Upgrades Total			190	194	5
		7.2 Total				2,462	2,764	302
Total 7 Transport								110,495
Council	10.1	2111	Capital Replacement Fund	2003132111	Corp Finance Capital Replacement Fund - Unallocated	3,387	3,387	0
			Capital Replacement Fund Total			3,387	3,387	0
		2112	Information Management	2002452112	Strategic Initiatives - Trove	300	0	(300)
				2002482112	Strategic Initiatives - Orthophotography	300	0	(300)
				2010292112	Digitisation Services Project	3,616	854	(2,762)
			Information Management Total			4,216	854	(3,362)
		2114	ICT Infrastructure	2002502114	Infrastructure Upgrade - Hardware Upgrades	702	0	(702)
				2002512114	Infrastructure Upgrade - Infrastructure Upgrade	120	2,208	2,088
			ICT Infrastructure Total			822	2,208	1,386
		2116	Strategic Initiatives	2010882116	Children and Young People Survey Tool	51	0	(51)
			Strategic Initiatives Total			51	0	(51)
		2118	Health & Safety - Legislation Compliance	2003122118	HS Legislative Compliance CAPEX - Unallocated	360	360	0
			Health & Safety - Legislation Compliance Total			360	360	0
		2119	Civic Property renewals	2002632119	Civic Property Renewals - General capex	513	514	0

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
					Civic Property Renewals - Internal labour allocations	74	76	2
			Civic Property renewals Total	2002652119		587	590	3
					Commercial property renewals - Te Whaea Roof Works	3,000	3,000	0
					Commercial property renewals - General capex	1,456	1,273	(183)
					Commercial property renewals - Internal labour allocations	19	157	138
					Commercial Property Renewals – City to Sea Building	129	0	(129)
					Te Whaea/Tawhiri Project	2,554	2,000	(554)
			Commercial Properties renewals Total	2010892120		7,158	6,430	(728)
					Community property renewals - General capex	1,944	1,244	(700)
					Community property renewals - Internal labour allocations	48	49	1
			Community & Childcare Facility renewals Total	2002792121		1,991	1,292	(699)
					Business Support - Support for BU Initiatives	4,100	4,100	(0)
			Business Unit Support Total	2002862126		4,100	4,100	(0)
					Civic Campus Resilience and Improvements	0	4,736	4,736
					Te Ngakau – Public Realm Improvements	0	0	(3,008)
					Civic Centre – MOB Redevelopment	3,008	781	781
					Central Library - Remediation	0	1,508	(1,054)
					Te Ngakau – Separation of Services	2,563	76,430	65,081
					Te Matapihi - Remediation	11,349		
			Civic Campus Resilience and Improvements Total	2010972128		16,920	83,456	66,535
					2133 Kiwi Point Quarry Renewals	17	237	221
					2133 Kiwi Point Quarry Upgrades	10,177	1,354	(8,823)

Strategy	Activity Group	Activity	Activity Description	Project	Project Description	2022/23 Annual Plan (\$000)	2023/24 Budget (\$000)	Variance
			Quarry Renewals & Upgrades Total	2008472133	2133 New Quarry	435	331	(104)
						10,628	1,922	(8,706)
	2140	Security		2010082140	Security Capex Program	642	657	15
			Security Total			642	657	15
			10.1 Total			50,862	105,255	54,393
Total 10 Council						50,862	105,255	54,393
Grand Total						421,921	566,066	144,145

Key Performance Indicators

Our LTP also includes outcome indicators to monitor progress toward desired results for the city in each of our Strategic areas. These indicators are not listed in this Annual Plan as progress is tracked over a longer period of time. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Governance

The following are key performance indicators and targets that we use to measure success in delivering Governance services.

Performance measure	Target 2022/23	Target 2023/24
1.1 Governance, information and engagement		
Facilitating democratic decision-making		
Meeting and committee agendas (%) made available to the public within statutory timeframes	100%	100%
Percentage of residents who have adequate opportunities to have their say in Council activities	Improve on current state	45%
Percentage of residents satisfied with the process by which Council makes decisions	Improve on current state	45%
Providing information and a point of contact		
Percentage of residents that can easily access Council information (via website, libraries, social media, newspapers etc)	55%	55%
Contact Centre – Contacts responded to within target timeframes (all)	90%	90%
Official information requests (%) handled within Local Government Official Information and Meetings Act legislative timeframe	95%	95%
1.2 Māori and mana whenua partnerships		
Customer focus		
Number of annual initiatives delivered that strengthen WCC relationships, presence and intelligence so that Māori are engaged in Wellington's future	To achieve	Achieved

Commented [JA2]: Minor wording change for all CCO targets

Environment & Infrastructure

The following are key performance indicators and targets that we use to measure success in delivering urban developments.

Performance measure	Target 2022/23	Target 2023/24
2.1 Parks, beaches and open spaces		
Utilisation		
Residents (%) satisfied with the quality and maintenance of green open spaces (local parks and reserves, playgrounds, botanic gardens, beaches and coastal areas, walkways and trails, waterfront, forested areas and green belts)	90%	90%
Affordability		
Cost to the ratepayer per visitor to the Wellington Botanic Gardens and Otari-Wilton's Bush	<\$7 00	\$7 00
Protect and enhance our biodiversity		
Plant 3 million native plants by December 2030	2,213,000	2,319,000
Hectares of high-value biodiversity sites covered by coordinated pest management	386	426
2.2 Waste reduction and energy conservation		
Waste minimisation activities		
Volume of waste diverted from landfill (tonnes)	20,000	20,000
Residents (%) satisfied with kerbside recycling service	85%	85%
Users (%) satisfied with waste collection service	90%	90%
Energy conservation		
WCC Group GHG emissions (tCo2-e) decreasing	Achieve 2050 target	Achieve 2050 target
Progress on achievement of Te Atakura implementation plan	To Achieve	Achieved
2.3 Water		
Clean and safe		
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 4 bacterial compliance criteria)*	Compliant	Compliant
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 5 protozoal compliance criteria)*	Compliant	Compliant
Meeting customer expectations		
Number of complaints about the drinking water's clarity, taste, odour, pressure or flow, continuity of supply, and supplier responsiveness, expressed per 1000 connections*	<20/1000	<20/1000
Continuity of supply and resolution of faults		
Water supply interruptions (measured as customer hours)	Monitor trend	≤2
Median response time for attendance for urgent call outs* (a) attendance for urgent call-outs: from the time that the local authority receives notification to the time that service personnel reach the site	≤60 min	≤60 min

Commented [JA3]: Issue with KPI due to move to Taumata Arowai. Advice on its way

Commented [JA4]: Issue with KPI due to move to Taumata Arowai. Advice on its way

Performance measure	Target 2022/23	Target 2023/24
Median response time for resolution for urgent call outs* (b) resolution of urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm resolution of the fault or interruption.	≤4 hours	≤4 hours
Median response time for attendance for non-urgent call outs* (c) attendance for non-urgent call-outs: from the time that the local authority receives notification to the time that service personnel reach the site	≤36 hours	≤36 hours
Median response time for resolution for non-urgent call outs* (d) resolution of non-urgent call-outs: from the time that the local authority receives notification to the time that service personnel confirm resolution of the fault or interruption	≤5 days	≤5 days
Efficiency and sustainability		
Percentage of real water loss from networked reticulation system *	<17%	<17%
Average drinking water consumption resident/day*	365Ltr	365Ltr
*denotes mandatory measures		
2.4 Wastewater		
Compliance and sustainability		
Dry weather wastewater overflows, expressed per 1000 connections* The number of dry weather sewerage overflows from the territorial authority's sewerage system expressed per 1000 sewerage connections to that sewerage system.	0	0
Compliance with the resource consents for discharge from the sewerage system, measured by the number of: a) abatement notices, b) infringement notices, c) enforcement orders and d) convictions received by the territorial authority in relation to those resource consents*	Nil	Nil
Meeting customer expectations		
The total number of complaints received by the territorial authority about any of the following: (a) sewage odour (b) sewerage system faults (c) sewerage system blockages, and (d) the territorial authority's response to issues with its sewerage system, expressed per 1000 connections to the territorial authority's sewerage system*	<30/1000	<30/1000
Continuity of service and resolution of faults		
Median response time for wastewater overflows* (attendance time) Where the territorial authority attends to sewerage overflows resulting from a blockage or other fault in the territorial authority's sewerage system, the following median response times measured: (a) attendance time: from the time that the territorial authority receives notification to the time that service personnel reach the site	≤1 hour	≤1 hour
Median response time for wastewater overflows* (resolution time) (b) resolution time: from the time that the territorial authority receives notification to the time that service personnel confirm resolution of the blockage or other fault.	≤6 hours	≤6 hours

Performance measure	Target 2022/23	Target 2023/24
Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)	≤0.8	≤0.8
*denotes mandatory measures		
2.5 Stormwater		
Continuity of service and resolution of faults		
Number of pipeline blockages per km of pipeline	≤0.5	≤0.5
Number of flooding events*	≤2	≤2
Number of habitable floors per 1000 connected homes per flooding event* For each flooding event, the number of habitable floors affected. (Expressed per 1000 properties connected to the territorial authority's stormwater system.) * The regional consistency for habitable floors affected in a flooding event is 10 per event, however as the DIA measure is per 1000 properties connected, we have calculated this based on connections in 20/21.	≤0.13	≤0.13
Median response time to attend a flooding event* The median response time to attend a flooding event, measured from the time that the territorial authority receives notification to the time that service personnel reach the site.	≤60 minutes	≤60 minutes
Compliance with the resource consents for discharge from the stormwater system, measured by the number of: a) abatement notices, b) infringement notices, c) enforcement orders and d) convictions*	Nil	Nil
Days (%) during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use	90%	90%
Monitored sites (%) that have a rolling 12 month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml	90%	90%
Meeting customer expectations		
Number of complaints about stormwater system performance per 1000 connections* The number of complaints received by a territorial authority about the performance of its stormwater system, expressed per 1000 properties connected to the territorial authority's stormwater system.	<20/1000	<20/1000
Residents (%) satisfied with the stormwater system	75%	75%
*denotes mandatory measures		
2.6 Conservation attractions		
Wellington Zoo		
Achievement of measures within Wellington Zoo's Statement of Intent	Refer SOI # achieved	Achieved
Karori Sanctuary Trust (Zealandia)		
Achievement of measures within Karori Sanctuary Trust (Zealandia) Statement of Intent.	Refer SOI # achieved	Achieved

Economic Development

The following are key performance indicators and targets that we use to measure success in delivering economic development.

Performance measure	Target 2022/23	Target 2023/24
3.1 City promotions and business support		
WREDA -WellingtonNZ*		
WellingtonNZ is delivering direct value/ROI on our shareholders investment -Direct Economic Impact of WellingtonNZ's activities and interventions	\$130m	\$130m
WellingtonNZ is shaping and amplifying the regional destination/brand story		
Equivalent Advertising Value (EAV) from media activity	\$20m	\$20m
Value of expenditure generated from events (including business, performance and major events)	\$75m	\$75m
The number of Wellington Region residents that attend events	500,000	500,000
WellingtonNZ is supporting businesses to upskill and grow		
Number of different business engagements in WellingtonNZ programmes	2,200	2,300
Financial health		
% of Revenue from commercial/non council funding and commercial activity (combined WellingtonNZ and CHQ)	32%	34%
Budget on track – income, expenditure and surplus	To budget	To budget
Wellington Stadium Trust		
Achievement of measures within Wellington Regional Stadium Trust (Sky Stadium) Statement of Intent.	Refer SOI # achieved	Achieved

Commented [JA5]: Amended in line with WREDA's 23/24 SOI

Commented [JA6]: Amended in line with WREDA's 23/24 SOI

Cultural Wellbeing

The following are key performance indicators and targets that we use to measure success in cultural wellbeing, delivering and supporting events and festivals.

Performance measure	Target 2022/23	Target 2023/24
4.1 Arts and cultural activities		
High quality experience		
Attendees (%) satisfied with Council-delivered arts and cultural festivals	90%	90%
Wellington Museums Trust		
Achievement of measures within Wellington Museums Trust (Experience Wellington) Statement of Intent.	Refer SOI # achieved	Achieved
Experience Wellington		
Percentage of visitors who rate the quality of their experience (good or very good)	90%	90%

Social and Recreation

The following are key performance indicators and targets that we use to measure success in delivering social and recreation activities.

Performance measure	Target 2022/23	Target 2023/24
5.1 Recreation promotion and support		
High quality experience		
User satisfaction (%) - pools	80%	90%
User satisfaction (%) - recreational centres including ASB Sports Centre	85%	90%
User satisfaction (%) - sportsfields	85%	85%
Affordability		
Ratepayer subsidy per swim	<\$15.00	<\$15.00
Basin Reserve		
Achievement of measures within Basin Reserve Trust Statement of Intent	Refer SOI # achieved	Achieved
5.2 Community Support		
Affordability		
Cost to the ratepayer per library transaction	Maintain	\$2.79 (Maintain)
Utilisation		
Utilisation of Leisure Card (increase in number of active users)	Increase by 2%	>2%
Customer focus		
User satisfaction (%) with community centres and halls	90%	90%
User satisfaction (%) with library services	90%	90%
5.3 Public health and safety		
Timeliness		
Alcohol licences –premises inspected within target timeframes (%)	100%	100%
Food registrations - premises (%) inspected within Food Act regulation required timeframes (new business and existing businesses) % of verifications for new and existing customers completed within statutory timeframes ¹	100%	100%
Graffiti removal – response time frames (%) met	80%	80%
Dog control - response time frames (%) met	100%	100%
Public toilets – response time frames (%) met	95%	95%
Hygiene standard		
Toilets (%) that meet required cleanliness performance standards	95%	95%

¹ Wording for this KPI has been amended to better reflect the statutory requirement for verification. Underpinning methodology remains the same.

Key performance indicators for 'Urban Development'

The following are key performance indicators and targets that we use to measure success in delivering urban developments.

Performance measure	Target 2022/23	Target 2023/24
6.1 Urban planning, heritage and public spaces development		
Protecting heritage		
Number of heritage-listed buildings that are earthquake prone	Reduction in overall number of EQP heritage buildings	≥10% reduction in number of EPB heritage buildings (baseline = 132)
6.2 Building and development		
Timeliness		
Building consents (%) issued within 20 working days	100%	100%
Code of compliance certificates (%) issued within 20 working days	100%	100%
Land Information Memorandums (LIMs) (%) issued within 10 working days	100%	100%
Resource consents (non-notified) (%) issued within statutory time frames	100%	100%
Resource consents (%) that are monitored within 3 months of project commencement	100%	100%
Subdivision certificates – Section 223 certificates (%) issued within statutory timeframes	100%	100%
Noise control (excessive noise) complaints (%) investigated within 1 hour	90%	90%
Customer focus		
Customers (%) who rate building control service as good or very good	70%	70%
Customers (%) who rate resource consent service as good or very good	90%	90%
Compliance		
Building Consent Authority (BCA) accreditation retention (biennial)	Retain	Retain

Commented [JA7]: Confirming targets with Rebecca G

Key performance indicators for 'Transport'

The following are key performance indicators and targets that we use to measure success in delivering transport services.

Performance measure	Target 2022/23	Target 2023/24
7.1 Transport network		
Network condition and maintenance		
Roads (%) that meet smooth roads standards*	70%	70%
Residents (%) satisfaction with the condition of local roads in their neighbourhood	75%	75%
Structures (%) in serviceable (average) condition or better	97%	97%
Customer service requests (%) relating to roads and footpaths that are responded to within timeframe (urgent within 2 hours and non-urgent within 15 days)	98%	98%
Footpaths (%) in average condition or better (measured against WCC condition standards*)	96%	96%
Residents (%) satisfied with street lighting	75%	75%
Sealed local road network (%) that is resurfaced*	Target range 8.9–9.9%	Target range 8.9–9.9%
Active modes promotion		
Kilometres of cycle paths and lanes in the city (increasing)	>39.5km	Increase on previous years result*
Residents (%) who are satisfied with the transport network - walking	75%	75%
*Total confirmed from 2022/23 Annual Report		
Wellington Cable Car Limited		
Achievement of measures within Wellington Cable Car Limited Statement of Intent	Refer SOI # achieved	Achieved
7.2 Parking		
Availability		
City parking peak occupancy (utilisation)	70-80%	70-80%
Residents (%) who perceive that parking enforcement is fair	>50%	>50%

Activity Grouping and Activities

Rationale	Activities
1.1 Governance, information and engagement	
<ul style="list-style-type: none"> To facilitate democratic decision-making. To provide open access to information. 	1.1.1 City governance and engagement. 1.1.2 Civic information. 1.1.3 City archives. 1.1.4 Climate insights and engagement
1.2 Māori and mana whenua partnerships	
<ul style="list-style-type: none"> To strengthen our partnerships and recognise the special place of Māori and mana whenua in Council decision-making. 	1.2.1 Māori and mana whenua partnerships.
2.1 Parks, beaches and open spaces	
<ul style="list-style-type: none"> To provide access to green open spaces. To provide public places to congregate. To provide access to recreational opportunities. To enhance biodiversity. 	2.1.1 Local parks and open spaces. 2.1.2 Botanical gardens. 2.1.3 Beaches and coast operations. 2.1.4 Roads open spaces. 2.1.5 Town belts. 2.1.6 Community environmental initiatives. 2.1.7 Walkways. 2.1.8 Biodiversity (pest management). 2.1.9 Waterfront public space.
2.2 Waste reduction and energy conservation	
<ul style="list-style-type: none"> Reducing environmental impacts. 	2.2.1 Waste, minimisation, disposal and recycling. 2.2.2 Closed landfills aftercare. 2.2.3 Energy efficiency and conservation.
2.3 Water	
<ul style="list-style-type: none"> To increase security of potable and stored water. 	2.3.1 Water network. 2.3.2 Water collection and treatment.
2.4 Wastewater	
<ul style="list-style-type: none"> For public and environmental health. 	2.4.1 Sewage collection and disposal. 2.4.2 Sewage treatment.
2.5 Stormwater	
<ul style="list-style-type: none"> To protect people, property and the environment from flooding and storm run-off. 	2.5.1 Stormwater management.
2.6 Conservation attractions	
<ul style="list-style-type: none"> For conservation and biodiversity. To attract visitors. To protect flora and fauna. 	2.6.1 Conservation visitor attractions.
3.1 City promotions and business support	
<ul style="list-style-type: none"> To attract and retain talented residents. To grow tourism spend and economic returns from events. To grow inward investment and exports. To sustain city vibrancy 	3.1.1 WREDA and venues. 3.1.2 Wellington Convention Centre. 3.1.3 Retail support. 3.1.4 City Growth Fund. 3.1.5 Major economic projects. 3.1.6 International relations. 3.1.7 Business Improvement Districts (BIDs).
4.1 Arts and cultural activities	
<ul style="list-style-type: none"> For city vibrancy and cultural expression. To build and maintain a sense of place and identity. 	4.1.1 City galleries and museums (Wellington Museums Trust). 4.1.2 Visitor attractions (Te Papa / Carter Observatory). 4.1.3 Arts and cultural festivals.

Rationale	Activities
<ul style="list-style-type: none"> To grow visitation and exposure to creativity and innovation. 	4.1.4 Cultural grants. 4.1.5 Access and support for community arts. 4.1.6 Arts partnerships. 4.1.7 Regional amenities fund.
5.1 Recreation promotion and support	
<ul style="list-style-type: none"> To encourage active and healthy lifestyles. To enable participation in sporting and other group activities. For social cohesion and connectedness. 	5.1.1 Swimming pools. 5.1.2 Sportsfields. 5.1.3 Recreation programmes. 5.1.4 Recreation centres. 5.1.5 Recreation partnerships. 5.1.6 Playgrounds. 5.1.7 Marinas. 5.1.8 Golf course.
5.2 Community Support	
<ul style="list-style-type: none"> To foster diverse and inclusive communities. To enable people to connect with information and with each other. 	5.2.1 Libraries. 5.2.3 Community advocacy 5.2.4 Grants (social and recreation) 5.2.5 Social housing 5.2.6 Community centres and halls.
5.3 Public health and safety	
<ul style="list-style-type: none"> To maintain health standards. To help people feel safe. 	5.3.1 Burials cremations. 5.3.2 Public toilets. 5.3.3 Public health regulations. 5.3.4 City safety. 5.3.5 Wellington Regional Emergency Management Office (WREMO).
6.1 Urban planning, heritage and public spaces development	
<ul style="list-style-type: none"> To enable smart growth/urban containment. For open public spaces. For character protection. 	6.1.1 Urban planning and policy development. 6.1.2 Waterfront development. 6.1.3 Public spaces and centres development. 6.1.4 Built heritage development. 6.1.5 Housing development.
6.2 Building and development	
<ul style="list-style-type: none"> To protect public health and safety. For resilience. 	6.2.1 Building control and facilitation. 6.2.2 Development control and facilitation. 6.2.3 Earthquake risk mitigation – built environment. 6.2.4 Regulatory – building control and facilitation (weather-tight homes).
7.1 Transport network	
<ul style="list-style-type: none"> So our transport networks are reliable. To increase mode share and reduce emissions. For road safety. 	7.1.1 Transport planning. 7.1.2 Vehicle network. 7.1.3 Cycle network. 7.1.4 Passenger transport network. 7.1.5 Pedestrian network. 7.1.6 Network-wide control and management. 7.1.7 Road safety. 7.1.8 LGWM
7.2 Parking	
<ul style="list-style-type: none"> To enable people to shop, work and access recreation activities. 	7.2.1 Parking.

2023/24 RATES SETTING

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Te Kaunihera o Pōneke | Council is to set the rates for Wellington City for the year commencing on 1 July 2023 and ending on 30 June 2024 under the Local Government (Rating) Act 2002 (LGRA).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated high significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- ☐ Nil ☒ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

2. This paper sets the rates in the dollar requirement for the 2023/24 rating year which will enable Council to fund the activities it has outlined in the 2023/24 Annual Plan.

Risk

- ☐ Low ☐ Medium ☐ High ☒ Extreme

3. Failure to adopt this paper means Council will be unable to collect rates to pay for the goods and services it will provide to residents for the next financial / rating year.

Author	Vincent Kleinbrod, Principal Advisor
Authoriser	Raina Kereama, Manager Financial Planning and Policy Andrea Reeves, Chief Financial Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Te Kaunihera o Pōneke | Council:

1. Note the rates stated in the following recommendations for the year commencing 1 July 2023 and concluding on 30 June 2024 are set excluding GST. GST will be applied when rates are assessed for 2023/24 for each lot of rateable land.
2. Having adopted the 2023/24 Annual Plan (including the 2023/24 Funding Impact Statements), agree under section 23 of the Local Government (Rating) Act 2002 (LGRA) to set the following rates for the year commencing on 1 July 2023 and concluding on 30 June 2024:
 - a. **General Rate**

A differential general rate under section 13 of the LGRA as an amount per dollar of capital value on each rating unit as follows:

 - A rate of 0.168632 cents per dollar of capital value on every rating unit in the Base differential rating category.
 - A rate of 0.623160 cents per dollar of capital value on every rating unit in the Commercial, Industrial and Business differential rating category.
 - b. **Targeted rate for water supply**

A targeted rate for water supply under section 16 and section 19 of the LGRA as follows:

 - For rating units incorporated in the Base differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$4.091 per cubic metre of water used, and a fixed amount per rating unit of \$197.83, or
 - ii. For rating units connected to the public water supply without a water meter installed a fixed amount of \$243.42 per rating unit, and a rate of 0.029382 cents per dollar of capital value.
 - For rating units incorporated in the Commercial, Industrial and Business differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$4.091 per cubic metre of water used, and a fixed amount per rating unit of \$197.83, or
 - ii. For rating units connected to the public water supply without a water meter installed a rate of 0.365581 cents per dollar of capital value.
 - c. **Targeted rate for sewerage**

A targeted rate for sewerage under section 16 of the LGRA on each rating unit connected to the Council sewerage system as follows:

 - For rating units incorporated in the Base differential rating category:
 - i. A fixed amount of \$121.15 per rating unit, and a rate of 0.030808 cents per dollar of capital value.
 - For rating units incorporated in the Commercial, Industrial and Business differential rating category:

- ii. A rate of 0.149576 cents per dollar of capital value.
- d. Targeted rate for stormwater

A targeted rate for stormwater under section 16 of the LGRA as follows:

 - For rating units incorporated in the Base differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - i. A rate of 0.021132 cents per dollar of capital value.
 - For rating units incorporated in the Commercial, Industrial and Business differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - ii. A rate of 0.032246 cents per dollar of capital value.
- e. Targeted rate for the Commercial sector

A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Commercial, Industrial and Business differential rating category:

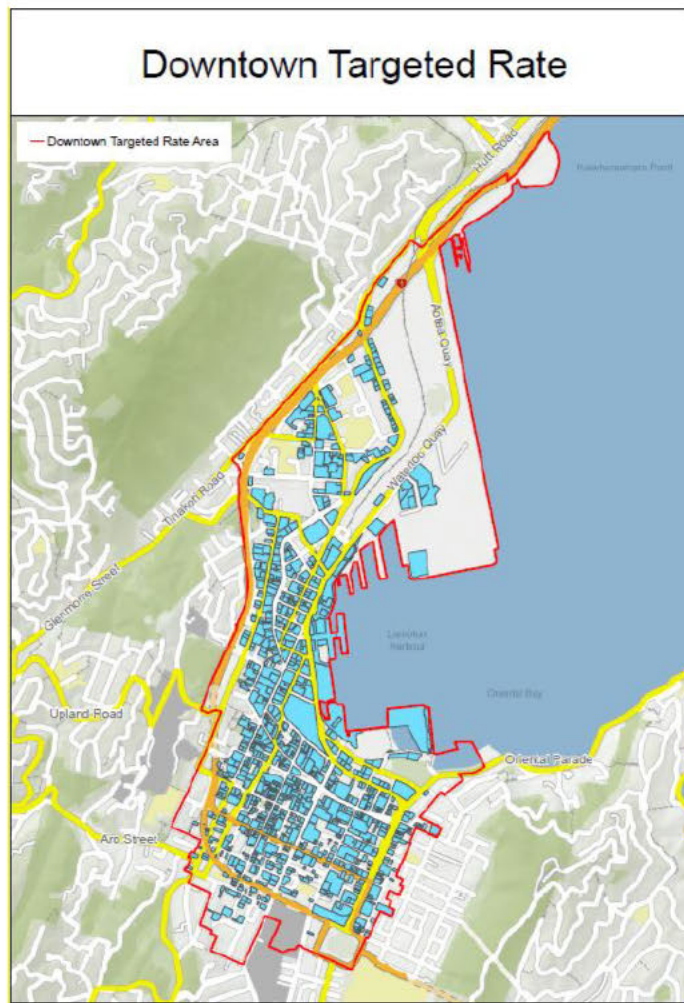
 - i. A rate of 0.026390 cents per dollar of capital value.
- f. Targeted rate for the Base sector

A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Base differential rating category:

 - i. A rate of 0.012954 cents per dollar of capital value.
- g. Targeted rate for Downtown Area

A targeted rate for the Downtown Area under section 16 of the LGRA on each rating unit incorporated in the Commercial, Industrial and Business differential rating category and located within the area designated as downtown, as described by the Downtown Targeted Rate Area map.

 - i. A rate of 0.131672 cents per dollar of capital value.



h. Targeted rate for Tawa Driveways

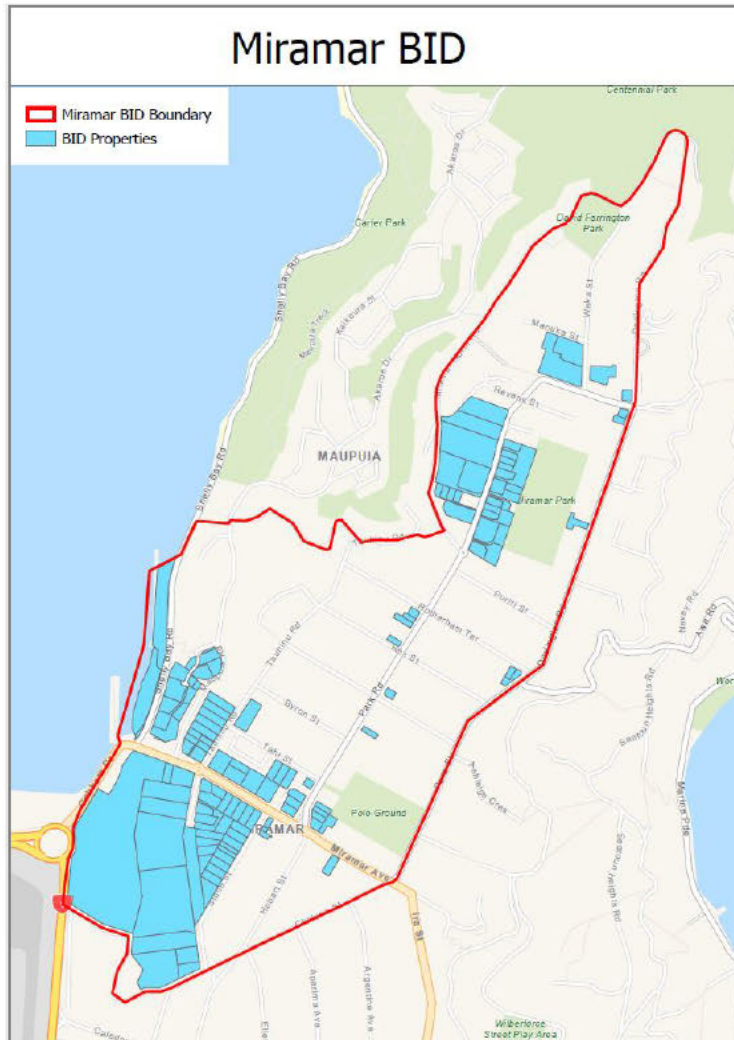
A targeted rate for Tawa Driveways under section 16 of the LGRA on each rating unit identified as being one of a specific group of rating units with shared residential access driveways in the suburb of Tawa, that are maintained by the Council as follows:

- i. A fixed amount of \$133.33 per rating unit

i. Targeted rate for Miramar Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated on all rating units within the Miramar Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

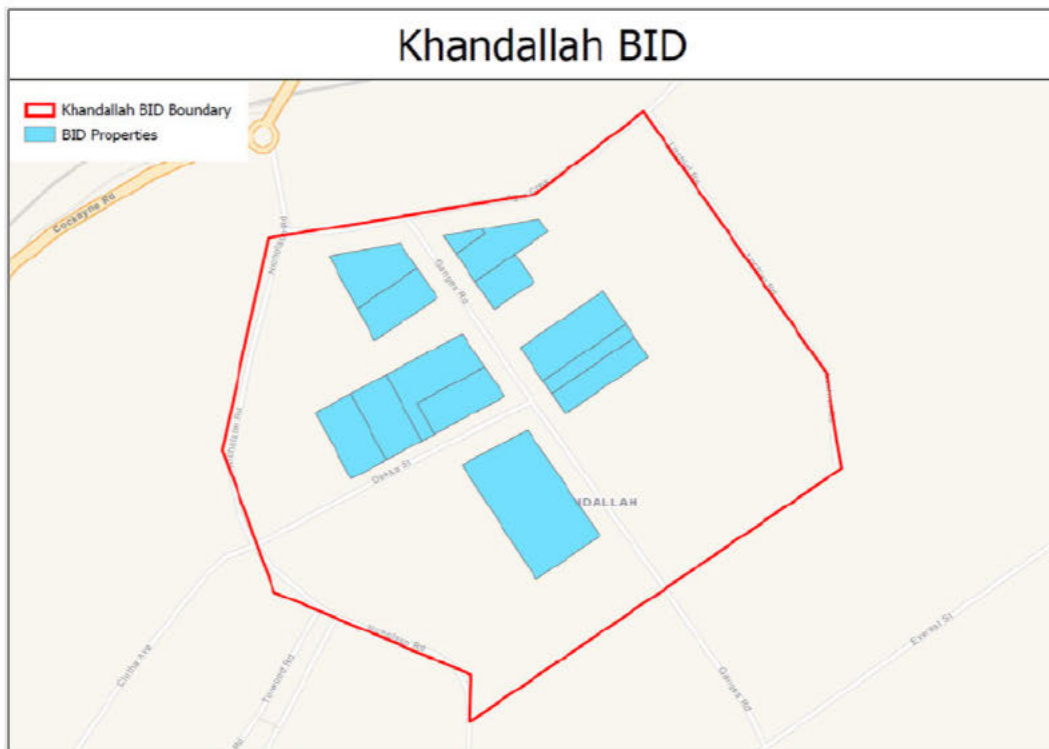
- i. A fixed amount of \$365.00 per rating unit, and
- ii. A rate of 0.011099 cents per dollar of rateable capital value.



j. Targeted rate for Khandallah Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Khandallah Village Business Association on all rating units within the Khandallah Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A rate of 0.072751 cents per dollar of rateable capital value.



k. Targeted rate for Kilbirnie Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Kilbirnie Business Network on all rating units within the Kilbirnie Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A fixed amount of \$500.00 per rating unit, and
- ii. A rate of 0.007411 cents per dollar of rateable capital value.

Kilbirnie BID Expansion

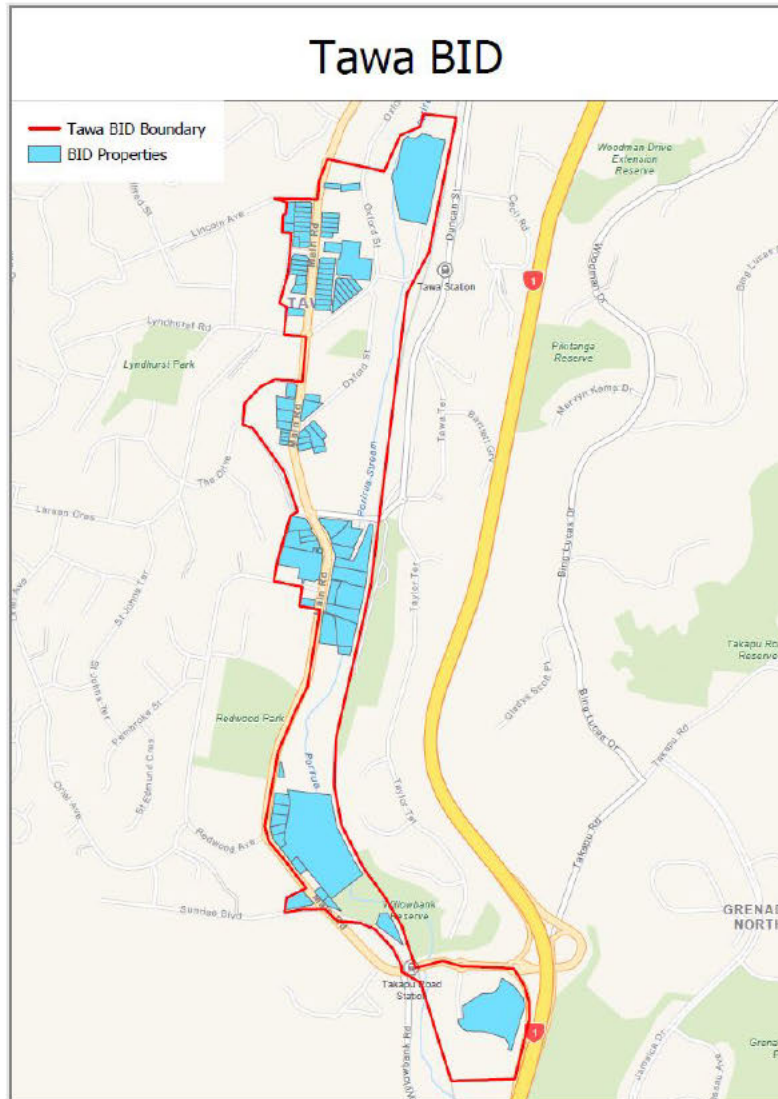


I. Targeted rate for Tawa Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Tawa Business Group on all rating units within the Tawa

Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A fixed amount of \$520.00 per rating unit, and
- ii. A rate of 0.029391 cents per dollar of rateable capital value.



m. Targeted rate for Karori Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Karori Business Association on all rating units within the Karori Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A rate of 0.081604 cents per dollar of rateable capital value.

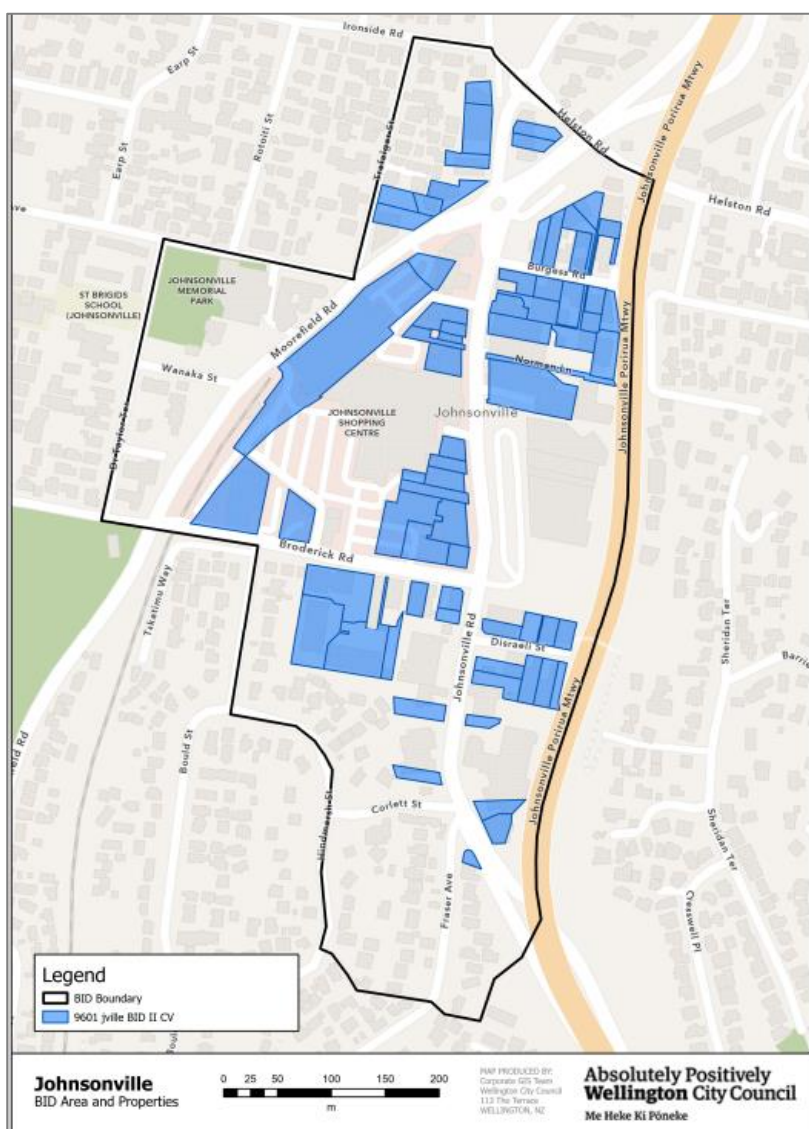
Karori BID

The map displays the Karori BID boundary as a red outline. Properties owned by the BID are highlighted in blue. The area includes several streets such as Karori Rd, Parkgate Rd, and various local lanes. Key locations identified include the Oldershaw Block, Waghorn Block, Akoi Pā Marae Theatre Block & Dance Studio, and Service Workshop. The map also shows surrounding areas like Mairangi and the proximity to the city center.

n. Targeted rate for Johnsonville Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Johnsonville Business Group on all rating units within the Johnsonville Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A fixed amount of \$520.00 per rating unit, and
- ii. A rate of 0.017255 cents per dollar of rateable capital value.



3. Agree under section 24 of the Local Government (Rating) Act 2002 to set the following due dates for the payment of rates for the 2023/24 year:

With the exception of targeted water rates which are charged via a water meter, all rates will be payable in four equal instalments, with due dates for payment being:

Instalment Number:	Due Date:
Instalment One	1 September 2023
Instalment Two	1 December 2023
Instalment Three	1 March 2024
Instalment Four	1 June 2024

Targeted water rates that are charged via a water meter on rating units incorporated under the Commercial, Industrial and Business differential will be invoiced on a one or two-month cycle and are due at the date one month after the invoice date, as specified on the invoice.

Targeted water rates that are charged via a water meter on rating units incorporated under the Base differential will be invoiced on a three-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Provided that, where the due date falls on a weekend or public holiday, the due date is the next working day.

4. Agree under sections 57 and 58 of the Local Government (Rating) Act 2002 (LGRA) to apply penalties to unpaid rates as follows:
- a. A penalty of 10 percent on the amount of any part of an instalment remaining unpaid after a due date in recommendation (3) above, to be added from the day outlined as the relevant penalty date shown below,
- | Instalment Number: | Due Date: | Penalty Date: |
|--------------------|------------------|------------------|
| Instalment One | 1 September 2023 | 6 September 2023 |
| Instalment Two | 1 December 2023 | 6 December 2023 |
| Instalment Three | 1 March 2024 | 6 March 2024 |
| Instalment Four | 1 June 20234 | 6 June 2024 |
- b. An additional penalty of 10 percent on any amount of rates assessed in previous years and remaining unpaid at 7 July 2023. The penalty will be applied on 7 July 2023.
- c. A further additional penalty of 10 percent on rates to which a penalty has already been added under recommendation 4(b) if the rates remain unpaid on 10 January 2024. The penalty will be applied on 10 January 2024.
- d. A penalty of 10 percent on the amount of any part of water meter charges remaining unpaid after a due date in recommendation (3) above, to be added from the day following the due date.
- e. An additional penalty of 10 percent on any amount of water charges from previous years that remain unpaid at 7 July 2023.
- f. A further additional penalty of 10% on water meter charges to which a penalty has already been added under recommendation 4(e) if the charges remain unpaid on 10 January 2024.
- g. That a penalty is calculated on the GST inclusive portion of any instalments unpaid after the due date. GST is not charged on the actual penalty itself.
5. Note that the Council's policy on remission of rates penalties is included in the Council's Rates Remission Policy and that the authority to remit penalties is delegated to the Chief Executive, Chief Financial Officer, Manager Financial Operations, and the Rates Team Leader.
6. Note that rates shall be payable by:
- Cash or eftpos at the City Service Centre, 12 Manners Street, 8am to 5pm Monday to Friday.
 - Cash or eftpos at selected New Zealand Post outlets using a bar coded rates invoice, 9am to 5pm Monday to Friday.
 - Using our "rates easipay" direct debit system.
 - Internet banking and telephone banking options.
 - Credit card on the Council website.

Whakarāpopoto | Executive Summary

4. Under section 23 of the LGRA, the Council is required to set its rates by resolution.

5. This paper provides for the Council to set rates for the year commencing on 1 July 2023 and ending on 30 June 2024.

Takenga mai | Background

6. The Council agreed to the adoption of the 2023/24 Annual Plan (including the 2023/24 Funding Impact Statement) at its meeting of 29 June 2023.
7. Under section 23 of the LGRA the Council is required to set its rates by resolution. This paper provides for the Council to set rates for the year commencing on 1 July 2023 and ending on 30 June 2024.
8. Section 57 of the LGRA states that a local authority may, by resolution, authorise penalties to be added to rates that are not paid by the due date. The resolution must state how the penalty is calculated and the date the penalty is to be added to the amount of unpaid rates. Section 58 of the LGRA sets out the penalties that may be imposed.
9. Section 24 of the LGRA requires that the Council state the due date for payment of the rates in its resolution setting rates.
10. Rates for the 2023/24 year are set out on a GST exclusive basis. GST will be added when rates are assessed for 2023/24 to provide the total instalment amount.
11. Pursuant to section 23 (5) of the LGRA, within 20 working days of the making of this resolution, a copy will be made publicly available on the Council's website.

Kōrerorero | Discussion

12. Not applicable.

Kōwhiringa | Options

13. Not applicable.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

14. With the adoption of the 2023/24 Annual Plan, the setting of the rates enables the collection of rates to fund the activities Council has outlined in the Annual Plan that it will deliver on during the next financial year

Engagement and Consultation

15. The impact of the 2023/24 Annual Plan budget on Council's rates has been engaged on through the 2023/24 Annual Plan community engagement process.

Implications for Māori

16. Targeted engagement was undertaken with Mana Whenua as part of the 2023/24 Annual Plan engagement process using existing relationship channels.

Financial implications

17. Recommendations in this report are significant as it determines Council's ability to collect rates and reach its revenue requirements.

Legal considerations

18. This report meets all statutory requirements under the Local Government (Rating) Act 2002.

Risks and mitigations

19. The major risk is that the rate in the dollar for each rating category has an error that causes an incorrect rate revenue to be generated. At key steps of the process, there have been peer reviews of the calculations and workings. The rate in the dollar has been modelled in the Pathway Rating System to ensure that the rates specified in this paper will generate the correct level of revenue required to fund the activities of Council as outlined in the 2023/24 Annual Plan.

Disability and accessibility impact

20. There are no disability and accessibility implications arising from this paper.

Climate Change impact and considerations

21. Implications of climate change have been considered through the 2023/24 Annual Plan, and therefore funding implications as related to the financial strategy, policies, and rates.

Communications Plan

22. Pursuant to section 23 (5) of the Local Government (Rating) Act, a copy of the rates resolution will made publicly available on the Council's website within 20 working days of Council making this resolution.

Health and Safety Impact considered

23. There are no Health and Safety implications arising from this paper.

Ngā mahinga e whai ake nei | Next actions

24. Rate assessment notices and rate invoices will be issued in July 2023.

Attachments

Nil

ACTIONS TRACKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on the past actions agreed by Te Kaunihera o Pōneke | Council at its previous meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☐ Sustainable, natural eco city
- ☐ People friendly, compact, safe and accessible capital city
- ☐ Innovative, inclusive and creative city
- ☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure
- ☐ Affordable, resilient and safe place to live
- ☐ Safe, resilient and reliable core transport infrastructure network
- ☐ Fit-for-purpose community, creative and cultural spaces
- ☐ Accelerating zero-carbon and waste-free transition
- ☐ Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Financial considerations

- ☒ Nil ☐ Budgetary provision in Annual Plan / Long-term Plan ☐ Unbudgeted \$X

Risk

- ☒ Low ☐ Medium ☐ High ☐ Extreme

Author	Alisi Folaumoetu'i, Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. This report lists the dates of previous Council meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
 - In progress: Resolutions with this status are currently being implemented.
 - Completed: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All in progress actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

7. Of the 21 resolutions of Te Kaunihera o Pōneke | Council in June 2023:
 - 14 are complete
 - 7 are in progress
8. 65 in progress actions have been carried forward from the previous action tracking report. 50 are still in progress.
9. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking  

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Date	ID	Title	Clause numb	Clause	Status	Comment
Wednesday, 30 June 2021	2	2.5 Implementation of Parking Charges	7	Request officers to investigate off-street parking opportunities with both council and privately run public parking buildings for evening and weekend parking throughout the year.	In progress	Under investigation
Thursday, 26 August 2021	3	2.1 Aho Tini 2030 Arts, Culture & Creativity Strategy and Action Plan	6	Agree that officers report back to Council with an update on the timeline and programme for major Council controlled venues reopening including any future planned maintenance and upgrade proposals.	In progress	The St James Theatre has now reopened. The Wellington Town Hall is still under construction and expected to reopen in early 2025. Preliminary work is underway on possible upgrades to a number of venues and will form part of LTP planning.
Thursday, 26 August 2021	4	2.1 Aho Tini 2030 Arts, Culture & Creativity Strategy and Action Plan	7	Agree officers to report back to Committee by March 2022 on how better access to Council venues and community facilities can be achieved for the local arts and creative community groups and audiences. The review should include whether the venues and community facilities subsidies are equitable across the city and are the most appropriate mechanism of support and whether other models could better support the local community, arts and creative sectors; and local audiences.	In progress	As updated in previous meetings, for this element of Aho Tini, the initial date proved unworkable due to Covid/internal resource issues. An additional workstream, a Strategic Investment Plan, has also been added related to areas of interest for Finance. The project is well underway and will be completed in the first half of the year. Project between Creative Capital, Economic Wellbeing and WellingtonNZ.
Thursday, 26 August 2021	6	2.2. Annual Dog Control Report 2020-21	4	Agree that officers report back through the Animal Bylaw/Dog Policy process later this year on metrics for the objectives set out in the Annual Dog Report.	In progress	Review underway
Thursday, 26 August 2021	7	2.2. Annual Dog Control Report 2020-21	5	Request officers working on Dog Policy meet with Capital Kiwi to better understand the release of Kiwi this year in Wellington, in order to strategically utilise Animal Control resource.	Completed	
Thursday, 26 August 2021	8	2.2. Annual Dog Control Report 2020-21	6	Request officers bring back options for better resourcing of Animal Control in order to help protect our wildlife. Resourcing could include partnership opportunities, shared resourcing and fee reallocation and/or increase, as well as investigating the provision of off-leash dog facilities.	In progress	Review Underway
Thursday, 26 August 2021	9	2.6 Strategy and Policy Work Programme	3	Note that once agreed, the programme will be included in the relevant Committee Forward Programmes.	In progress	Paper going to Council 7th Sept for endorsement.
Thursday, 30 September 2021	13	2.6 Michael Fowler Centre Carpark Long Term Ground Lease	3	Agree to delegate to the Chief Executive to conclude negotiations and agree terms which, when viewed as a whole, are no less favourable to Council than those detailed in Attachment 1a.	Completed	
Thursday, 30 September 2021	14	3.1.1 Report of the Pūroro Hātepe Regulatory Processes Committee Meeting of 8 September 2021 PROPOSED ROAD STOPPING - KNIGGES AVENUE, TE ARO	2	Agree to dispose of the Land.	In progress	20/06/23 Waiting on final service easement to be signed before moving to settlement phase
Thursday, 28 October 2021	21	2.1 Tākina Operating Arrangements	5	Agree for officers to work with Te Papa Tongarewa on the implementation of Living Wage for staff working within Tākina Events, and to bring this plan and related costs back to Council prior to the opening of Tākina.	In progress	Has been implemented and at this stage at no additional cost to Council. Will need to update Committee if this changes and Tākina Events seek to recoup the costs.
Wednesday, 15 December 2021	27	3.1 The Gifting of the name Te Aro Mahana	2	Agree to formally recognise the gift of the name Te Aro Mahana for the new play area within Frank Kitts Park and accordingly name the newly developed play area Te Aro Mahana.	In progress	The name will be formally gifted when the play area is ready to be opened.

Thursday, 24 February 2022	31 3.1 Report of the Pūroro Rangaranga Social, Cultural and Economic Committee Meeting of 3 February 2022	2	Agree to dispose of the Land, in order to give effect to the exchange.	In progress	21/06/2023. The Council land being disposed is one entire isolation strip, and part of another isolation strip. Subdivision resource consent was needed to separate the part strip. That consent was obtained on 10/02/2023. LINZ has now approved the survey plan and Council's lawyers are arranging for new titles which will trigger settlement. Expecting settlement in July 2023..
Thursday, 31 March 2022	35 2.1 WCC should promote a local bill to repeal the Wellington City Milk-supply Act 1919	2	Ask that the Mayor write to Parliament requesting that repealing the Wellington City Milk Supply Act 1919 be included in an appropriate future omnibus Bill.	In progress	
Thursday, 31 March 2022	38 4.2 Report of the Pūroro Waihangā Infrastructure Committee Meeting of 23 March 2022 PROPOSED DISPOSAL - PART OF 39 CHAPMAN STREET, JOHNSONVILLE	2	Agree to dispose of the Land to the adjoining owner at 15 Chesterton Street, Johnsonville.	In progress	20/06/23 - Owner has revised draft sale and purchase to review. Waiting on outcome for rezoning submission for the PDP.
Thursday, 28 April 2022	43 3.2 Report of the Pūroro Waihangā Infrastructure Committee Meeting of 27 April 2022 LAND DISPOSAL (ISOLATION STRIPS) - HANSON STREET SERVICE LANE, MOUNT COOK	2	Agree to dispose of the Land to the adjoining owner of 25 Hanson Street (Lot 1 DP 358660, ROT 238839), for amalgamation with that property.	In progress	21/06/2023. The Council land being disposed is one entire isolation strip, and part of another isolation strip. Subdivision resource consent was needed to separate the part strip. That consent was obtained on 10/02/2023. LINZ has now approved the survey plan and Council's lawyers are arranging for new titles which will trigger settlement. Expecting settlement late July 2023.
Thursday, 31 March 2022	44 4.1 Report of the Pūroro Tahua Finance and Performance Committee Meeting of 17 March 2022 DEVELOPMENT CONTRIBUTIONS POLICY REPORT BACK ON CONSULTATION AND FINAL VERSION FOR APPROVAL	3	Note that the Policy will be reviewed in time for the 2024 Long-Term Plan and at that time reserves acquisition will be fully included.	In progress	In Progress - draft due Q3 2023/24.
Thursday, 30 June 2022	54 3.2 Report of the Pūroro Maherehere Annual Plan/Long-Term Plan Committee Meeting of 1 June 2022 Town Hall Development Update	1.a	1) Agree to increase the capex budget for the Town Hall project to \$182.4m through the following detailed budget adjustments a. Move existing contingency balance of \$10.3m (Activity 2117) in 2022/23 to the Town Hall Project (Activity 2076) in 2023/24,	In progress	
Thursday, 30 June 2022	55 3.2 Report of the Pūroro Maherehere Annual Plan/Long-Term Plan Committee Meeting of 1 June 2022 Town Hall Development Update	1.b	1) Agree to increase the capex budget for the Town Hall project to \$182.4m through the following detailed budget adjustments b. Increase the above by \$1.7m to represent the full balance of the agreed contingency in the budget,	In progress	
Thursday, 30 June 2022	56 3.2 Report of the Pūroro Maherehere Annual Plan/Long-Term Plan Committee Meeting of 1 June 2022 Town Hall Development Update	1.c	1) Agree to increase the capex budget for the Town Hall project to \$182.4m through the following detailed budget adjustments c. Increase the Town Hall project budget by the addition project budget requirement of \$37.1m, \$24m in 2023/24 and \$13.1m in 2024/25.	In progress	
Thursday, 30 June 2022	67 2.1 Reserves Act 1977 Easements over Duncan Park and Play Area (Tawa)	2	Agree to grant stormwater and wastewater easements, pursuant to Section 48 of the Reserves Act 1977, to the owners of 324 and 326 Main Road, Tawa, over Council recreation reserve land at Duncan Park and Play Area, being part of Lot 26 Deposited Plan 15397 and held on ROT WN790/45.	In progress	The Applicant will implement the pipes as part of the building project. The builder will contact Reserves Planner prior to this work to arrange a Temporary Vehicle Access Permit from the Park Ranger team. The easement areas will be surveyed and legalised after the pipes have been laid and the reserve reinstated.
Thursday, 30 June 2022	68 2.1 Reserves Act 1977 Easements over Duncan Park and Play Area (Tawa)	3	Delegate to the Chief Executive the power to carry out all steps to effect the easements.	In progress	

Thursday, 30 June 2022	69 2.1 Reserves Act 1977 and Play Area (Tawa)	Easements over Duncan Park	4	Note that the works within the easement areas will be subject to the relevant bylaw, building and/or resource consent requirements.	In progress	
Thursday, 30 June 2022	70 2.1 Reserves Act 1977 and Play Area (Tawa)	Easements over Duncan Park	5	Note that the works to install the stormwater and wastewater lateral pipes will proceed in accordance with final Parks, Sport and Recreation agreement to all reserve management, work access and reinstatement plans.	In progress	
Thursday, 30 June 2022	71 2.1 Reserves Act 1977 and Play Area (Tawa)	Easements over Duncan Park	6	Note that under the Instrument of Delegations for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated the authority to grant easements over reserve land under Section 48 of the Reserves Act 1977 to Council.	In progress	
Thursday, 30 June 2022	72 2.1 Reserves Act 1977 and Play Area (Tawa)	Easements over Duncan Park	7	Note that approval to grant these easements will be conditional on a. The applicant being responsible for all costs associated with the creation of the easements, including any of Council's fair and reasonable costs. b. The requirement for public notice under Section 48(2) of the Reserves Act 1977 being waived as the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of these easements.	In progress	
Thursday, 30 June 2022	74 3.4.1 Report of the Pūroro Hātepe Regulatory Processes Committee Meeting of 8 June 2022 Background to Oral Submissions and Decision on Objections to Proposed Road Stopping – 24 Cave Road, Houghton Bay.		2	Delegate to the Chief Executive Officer the power to approve and conclude any action relating to Environment Court proceedings, if required.	In progress	21/06/2023. All objectors have now withdrawn. Still waiting for applicant to decide if they want to continue.
Thursday, 30 June 2022	80 2.2 Sludge Minimisation Facility Business Case		4	Request officers bring back to Council options for sludge disposal, in the event that the Sludge Minimisation Facility cannot be built in time to meet the 2026 deadline.	In progress	
Wednesday, 6 July 2022	105 2.2 Let's Get Wellington Moving MRT/SHI Preferred Programme Option		20	Endorse LGWM on behalf of partners, including mana whenua, preparing a proposal for a Specified Development Project with Kāinga Ora, noting that LGWM will report back to partners with final recommendations on a Specified Development Project proposal.	In progress	Work with Kainga Ora on an Specified Development Project is underway.
Wednesday, 6 July 2022	113 2.2 Let's Get Wellington Moving MRT/SHI Preferred Programme Option		28	Note that the LGWM will regularly report back to partner shareholding governing bodies against progress milestones in the preparation of the Detailed Business Case	In progress	LGWM will regularly report back to partners.
Thursday, 25 August 2022	648 2.2 Decision on Shelly Bay Road upgrade options following community engagement		8a	Agree that The Shelly Bay Road upgrade will be comprised of the work undertaken by the Developer to deliver the consented design, followed by any localised upgrades which will be delivered by WCC within the existing road corridor and the current \$2.4m LTP budget. The WCC work will prioritise active transport modes and aim to enhance the recreational value of Shelly Bay Road as part of Te Motu Kairangi.	In progress	

Thursday, 25 August 2022	649 2.2 Decision on Shelly Bay Road upgrade options following community engagement		Agree that Officers will further explore the long-term opportunities to upgrade Shelly Bay Road in such a way that will enable the road to meet Waka Kotahi design guidance (as a minimum) and the Great Harbour Way plan (as an aspiration), noting that (i) No opex costs have been set aside for this work; (ii) Given lead in times, these opportunities will not be able to be implemented until after their consented design has been delivered; and (iii) As no budget (other than the initial \$2.4m capex) is included for any of these options in the long term plan, all options would be subject to future Council decision making processes. (iv) Request an initial report be undertaken in time for the 2023/4 Draft Annual Plan to request any necessary feasibility funding, noting that, until any funding is provided, there would be no resources to progress this part of the work.	In progress	
Thursday, 25 August 2022	650 2.2 Decision on Shelly Bay Road upgrade options following community engagement	8b			
Thursday, 25 August 2022	651 2.2 Decision on Shelly Bay Road upgrade options following community engagement	8c	Agree that Officers to start the process to investigate a 30km/hr speed limit on Shelly Bay Rd between the Miramar cutting and the Shelly Bay development, either through the Speed Management Review process or the standard speed review process, whichever is faster.	In progress	
Thursday, 25 August 2022	653 2.2 Decision on Shelly Bay Road upgrade options following community engagement	9	Note that, given the constraints identified and the levels of community interest in achieving a higher level of service, officers have also investigated how to improve the level of service for active mode users (beyond that provided by the consented design), without delivering a shared path that meets Waka Kotahi design guidance. This has included consideration of the process by which any such change could be delivered.	In progress	
Thursday, 25 August 2022	670 3.1 Report of the Pūroro Hātepe Regulatory Processes Committee Meeting of 10 August 2022 Proposed Road Stopping - Land Adjoining 28 Hapua Street, Hataitai	10	Agree that officers will progress localised upgrades to the consented design in accordance with the discussion contained below.	In progress	
Thursday, 25 August 2022	673 4.1 Sludge Minimisation Facility Project Funding	2	Agree to dispose of the Land.	In progress	20/06/23 - Public Notice complete - no objections. Requesting new ROT for land
Thursday, 30 September 2021	692 4.1 Mākara Cemetery - potential land acquisition	All clauses	All clauses - public	In progress	
Thursday, 29 September 2022	704 2.3 Annual Report on Income received from and costs incurred in alcohol licensing	2	Adopt the Annual Report of Alcohol licensing income and costs for the year 2021-2022	In progress	
Thursday, 29 September 2022	710 2.4 Development Contributions Remission Request for 4 Oxford Terrace	5	Agree to increase the budget for Social and Recreational Grant Pool (1124) in the year which Development Contribution relating to this development falls due and debt fund this grant at the time.	In progress	
Thursday, 29 September 2022	711 2.4 Development Contributions Remission Request for 4 Oxford Terrace	6	Agree to reduce the budget for the Environmental and Accessibility Fund (1220) by \$383k in order to fund the above grant.	In progress	

Thursday, 29 September 2022	755 4.1 Land Acquisition Taranaki Street	All clauses	All clauses	In progress	
Thursday, 15 December 2022	1100 2.2 CHP Transition Trust Deed Approval		Agree that \$0.5m of establishment funds will be gifted to the Trust following settlement to meet early transition costs (with further settlement funds to be gifted when the full Board is in place).	In progress	Will be transferred when Trust bank account set up - still waiting for bank account to be operative
Thursday, 15 December 2022	1157 3.3.1 Report of the Koata Hātepe Regulatory Processes Committee Meeting of 14 December 2022 NEW GROUND LEASE FOR VICTORIA BOWLING CLUB	6	Approve a new lease pursuant to the Wellington Town Belt Act 2016 for Victoria Bowling Club Incorporated for a 10-year term with a further renewal term of 10 years.	In progress	
Thursday, 15 December 2022	1158 3.3.2 Report of the Koata Hātepe Regulatory Processes Committee Meeting of 14 December 2022 PROPOSED ROAD STOPPING – LAND ADJOINING 76 ADJOINING 76 ORANGI KAUPAPA ROAD, NORTHLAND	1		In progress	Negotiating terms of the lease with club.
Thursday, 15 December 2022	1158 3.3.2 Report of the Koata Hātepe Regulatory Processes Committee Meeting of 14 December 2022 PROPOSED ROAD STOPPING – LAND ADJOINING 76 ADJOINING 76 ORANGI KAUPAPA ROAD, NORTHLAND	2 (c)	c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	21/06/2023. At Step 6 of the road stopping process. Surveyor now instructed and waiting for WCC Legal team to provide estimate. Note this project now transferred to Seth Bocknek to manage.
Thursday, 15 December 2022	1159 3.3.2 Report of the Koata Hātepe Regulatory Processes Committee Meeting of 14 December 2022 PROPOSED ROAD STOPPING – LAND ADJOINING 76 ADJOINING 76 ORANGI KAUPAPA ROAD, NORTHLAND	2 (c)	c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	21/06/2023. At Step 6 of the road stopping process. Surveyor now instructed and waiting for WCC Legal team to provide estimate. Note this project now transferred to Seth Bocknek to manage.
Thursday, 15 December 2022	1160 3.3.2 Report of the Koata Hātepe Regulatory Processes Committee Meeting of 14 December 2022 PROPOSED ROAD STOPPING – LAND ADJOINING 76 ADJOINING 76 ORANGI KAUPAPA ROAD, NORTHLAND	3	Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	21/06/2023. At Step 6 of the road stopping process. Surveyor now instructed and waiting for WCC Legal team to provide estimate. Note this project now transferred to Seth Bocknek to manage.
Thursday, 15 December 2022	1197 4.2 Progressing the Sludge Minimisation Facility	All clauses	All clauses	In progress	
Thursday, 15 December 2022	1212 4.1 City Car Parking Capacity and Revenue	All clauses	All clauses	Completed	
Thursday, 15 December 2022	1219 4.4 Land Acquisition - Aotea Quay	All clauses	All clauses	In progress	
Thursday, 20 April 2023	1487 2.1 Election Matters		Agree that a representation review be undertaken in the 2025-2028 triennium for the 2028 local election	In progress	
Thursday, 20 April 2023	1489 2.1 Election Matters		Agree that Officers will report back to Council when data from Census 2023 is available as information for the 2025-2028 triennium representation review.	In progress	
Thursday, 20 April 2023	1491 2.3 Forward Programme	1	Receive the information.	Completed	
Thursday, 20 April 2023	1544 4.2 LAND ACQUISITION - OHARIU VALLEY ROAD, OHARIU	All clauses	All clauses.	In progress	
Thursday, 20 April 2023	1557 4.1 Appointment to Unaunahi Māhirahira Audit and Risk Committee	All clauses	All clauses	Completed	
Thursday, 20 April 2023	1558 4.3 Te Kāinga Project Decision	All clauses	All clauses	In progress	
Thursday, 1 June 2023	1604 2.4 Sport Facilities Fees and Charges Review	1	Receive the information.	Completed	
Thursday, 1 June 2023	1605 2.4 Sport Facilities Fees and Charges Review	2	Agree to complete the review into Council's sport facilities fees and charges	In progress	

Thursday, 1 June 2023	1606 2.4 Sport Facilities Fees and Charges Review		Note the draft Terms of Reference as outlined in Attachment 2. Officers will further consult and confirm the draft Terms of Reference with the working group.	In progress	
Thursday, 1 June 2023	1607 2.4 Sport Facilities Fees and Charges Review	3	Agree to delegate to the Mayor and Chief Executive to finalise the Terms of Reference following the input of the working group made up of representative codes and any participating councils.	In progress	
Thursday, 1 June 2023	1608 2.4 Sport Facilities Fees and Charges Review	4	Agree to delegate to the Mayor and Chief Executive the appointment of an independent Chair, informed by a recommendation from the working group.	In progress	
Thursday, 1 June 2023	1609 2.4 Sport Facilities Fees and Charges Review	5	Agree to delegate to the Mayor and Chief Executive the appointment of an independent consultant informed by a recommendation from the independent chair and working group.	In progress	
Thursday, 1 June 2023	1610 2.4 Sport Facilities Fees and Charges Review	6	Note that while Wellington City Council will endeavour to make the review regional it will require support from neighbouring territorial authorities. Conversations with Officers at neighbouring territorial authorities are underway.	Completed	This is just a noting rec, will change the status to completed
Thursday, 1 June 2023	1611 2.4 Sport Facilities Fees and Charges Review	7	Note that while Wellington City Council will endeavour to make the review regional it will require support from neighbouring territorial authorities. Conversations with Officers at neighbouring territorial authorities are underway.	Completed	
Thursday, 1 June 2023	1612 2.1 Health and Safety Performance Report	1	Receive the information	Completed	
Thursday, 1 June 2023	1613 2.2 Actions Tracking	1	Receive the information	Completed	
Thursday, 1 June 2023	1614 2.3 Forward Programme	1	Receive the information	Completed	
Thursday, 1 June 2023	1615 3.1 Report of the Pitau Pūmanawa Grants Subcommittee Meeting of 24 May 2023	3	That Te Kaunihera o Pōneke Council approve the allocation of multi-year contract funding (from 1 July 2022) for application #8, being an allocation of greater than \$150,000 p.a., subject to the Social and Recreation Fund being available through the Annual and Long-Term Plans. #8. The Wellington City Mission (Anglican) Trust Board; \$267,000 p.a. for two years	Completed	
Thursday, 1 June 2023	1616 3.2 Report of the Unaunahi Māhirahira Audit and Risk Committee Meeting of 10 May 2023 - Strategic Risks update, Risk Appetite Statements development and approval of the Risk Management Workplan 2023-24	1	That Te Kaunihera o Pōneke Council approve the recommendations by Unaunahi Māhirahira Audit and Risk Committee made on 10 May 2023.	Completed	
Thursday, 1 June 2023	1617 4.1 Appointment of additional DLC members	All clauses	All clauses	Completed	
Wednesday, 14 June 2023	1632 2.1 Let's Get Wellington Moving Golden Mile Traffic Resolutions Oral Hearing	1	Receive the information.	Completed	
Wednesday, 14 June 2023	1633 2.1 Let's Get Wellington Moving Golden Mile Traffic Resolutions Oral Hearing	2	Hear the oral submitters and thank them for their submissions	Completed	

FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides the Forward Programme for Te Kaunihera o Pōneke | Council for the next two meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- ☐ Sustainable, natural eco city

☐ People friendly, compact, safe and accessible capital city

☐ Innovative, inclusive and creative city

☐ Dynamic and sustainable economy
- ☐ Functioning, resilient and reliable three waters infrastructure

☐ Affordable, resilient and safe place to live

☐ Safe, resilient and reliable core transport infrastructure network

☐ Fit-for-purpose community, creative and cultural spaces

☐ Accelerating zero-carbon and waste-free transition

☐ Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Financial considerations

- ☒ Nil

☐ Budgetary provision in Annual Plan / Long-term Plan

☐ Unbudgeted \$X

Risk

- ☒ Low

☐ Medium

☐ High

☐ Extreme

Author	Alisi Folaumoetu'i, Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Te Kaunihera o Pōneke | Council:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. The Forward Programme sets out the reports planned for Te Kaunihera o Pōneke | Council meetings that require consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Kōrerorero | Discussion

4. Thursday 7 September 2023
 - Strategy and Policy Work Programme
 - Annual dog report for the year 2022-23
 - District Licensing Committee Annual Report for the year 2022-23
 - Annual report on the income received from and the costs incurred in the alcohol licensing process for the year 2022-23
 - Request to re-appoint existing DLC members
5. Thursday 19 October 2023
 - Agree Level of Service budget scenarios

Attachments

Nil

4. Public Excluded

Recommendation

That the Te Kaunihera o Pōneke | Council:

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

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Proposed Land Acquisition (Gifting) - Ngaio	7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.