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**ORDINARY MEETING**

**OF**

**WELLINGTON CITY COUNCIL**

**MINUTE ITEM ATTACHMENTS**

Time: 9.15am  
Date: Wednesday, 24 June 2015  
Venue: Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**To the reader**

**Independent auditor's report on Wellington City Council's  
2015-25 Long-Term Plan**

I am the Auditor-General's appointed auditor for Wellington City Council (the Council). Section 94 of the Local Government Act 2002 (the Act) requires an audit report on the Council's long term plan (the plan). I have carried out this audit using the staff and resources of Audit New Zealand. We completed the audit on 24 June 2015.

**Opinion**

In my opinion:

- the plan provides a reasonable basis for:
  - long-term, integrated decision-making and coordination of the Council's resources; and
  - accountability of the Council to the community;
- the information and assumptions underlying the forecast information in the plan are reasonable; and
- the disclosures on pages 229 to 235 represent a complete list of the disclosures required by Part 2 of the Local Government (Financial Reporting and Prudence) Regulations 2014 and accurately reflect the information drawn from City Council's audited information.

This opinion does not provide assurance that the forecasts in the plan will be achieved, because events do not always occur as expected and variations may be material. Nor does it guarantee complete accuracy of the information in the plan.

**Basis of Opinion**

We carried out our work in accordance with the Auditor-General's Auditing Standards, relevant international standards and the ethical requirements in those standards.<sup>1</sup>

We assessed the evidence the Council has to support the information and disclosures in the plan and the application of its policies and strategies to the forecast information in the plan. To select appropriate audit procedures, we assessed the risk of material misstatement and the Council's systems and processes applying to the preparation of the plan.

Our audit procedures included assessing whether the:

- Council's financial strategy, and the associated financial policies, support prudent financial management by the Council;
- Council's infrastructure strategy identifies the significant infrastructure issues that the Council is likely to face over the next 30 years;

<sup>1</sup> The International Standard on Assurance Engagements (New Zealand) 3000 (Revised): *Assurance Engagements Other Than Audits or Reviews of Historical Financial Information* and The International Standard on Assurance Engagements 3400: *The Examination of Prospective Financial Information*.

- information in the plan is based on materially complete and reliable asset and activity information;
- Council's key plans and policies have been consistently applied in the development of the forecast information;
- assumptions set out within the plan are based on the best information currently available to the Council and provide a reasonable and supportable basis for the preparation of the forecast information;
- forecast financial information has been properly prepared on the basis of the underlying information and the assumptions adopted and complies with generally accepted accounting practice in New Zealand;
- rationale for the Council's activities is clearly presented and agreed levels of service are reflected throughout the plan;
- levels of service and performance measures are reasonable estimates and reflect the main aspects of the Council's intended service delivery and performance; and
- relationship between the levels of service, performance measures and forecast financial information has been adequately explained within the plan.

#### **Responsibilities of the Council and auditor**

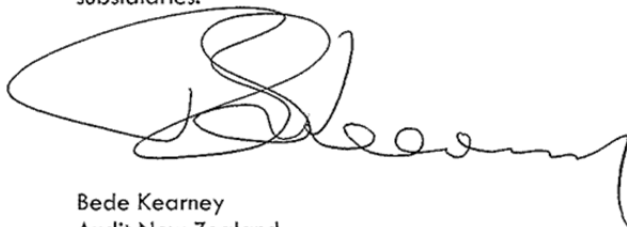
The Council is responsible for:

- meeting all legal requirements affecting its procedures, decisions, consultation, disclosures and other actions relating to the preparation of the plan;
- presenting forecast financial information in accordance with generally accepted accounting practice in New Zealand; and
- having systems and processes in place to enable the preparation of a plan that is free from material misstatement.

I am responsible for expressing an independent opinion on aspects of the plan, as required by sections 94 and 259C of the Act. I do not express an opinion on the merits of the plan's policy content.

#### **Independence**

We have followed the independence requirements of the Auditor-General, which incorporate those of the External Reporting Board. Other than our work in carrying out all legally required external audits, we have no relationship with or interests in the Council or any of its subsidiaries.



Bede Kearney  
Audit New Zealand  
On behalf of the Auditor-General, Wellington, New Zealand

## **FINANCIAL PRUDENCE**

The government has introduced the new Local Government (Financial Reporting and Prudence) Regulations 2014 which has a series of measures and benchmarks, disclosed in the following pages. These measures further highlight the financial performance of Council in a way that is consistent and standardised.

These measures allow for comparison of financial performance with other Councils. However, readers are urged to read the commentary and explanations provided to give context to the information, as it is not always possible to compare Wellington City Councils' results with other Councils due to their size, location and provision of services.

The Council considers there are three key financial areas that demonstrate whether a Council is being managed in a prudent manner; they are in broad terms the level of rate increases, level of borrowings and the balancing of the budget. A Council sets what it believes to be prudent levels for each of these areas when it adopts its Long-term Plan.

### **Rates Increase**

The Financial Strategy outlines the Councils strategy on rate increases and how to maintain the ratepayers willingness to pay rates as they perceive the value of the services provided by Council. There are two measures that indicate Councils adherence to its strategy:

1. Percentage limit on rate increases averaged over the first three years of the 2015-25 Long-term Plan before growth (in the rating base) is 4.5%.

The percentage rate increase for 2015/16 is 4.9%

2. Dollar limit on rate increases for rates revenue not to exceed is set at \$301.5 million for 2015/16.

The Council has committed to adhering to limits as set out in Long Term Financial Strategy as set out elsewhere in this 2015-25 Long-term Plan.

### **Borrowing levels**

The Financial Strategy outlines its guiding principles on the level of borrowing the Council may undertake, and in broad terms:

- a) Debt cannot be used to fund operations, and
- b) The current level of debt will not restrict a future Councils ability to fund new assets through debt.

The Council has met all of its borrowing measures set out in the following pages, as the Council continues to be prudent in carefully managing its debt levels and ensuring that future generations are not impeded in their ability to borrow to fund future capital expenditure.

### **Balanced Budget**



This measure is designed to highlight whether a Council has achieved a balanced budget as discussed in the financial overview. The Council's aim is to be as close to the 100% as possible, as large variances would indicate that ratepayers are either paying too much or too little rates that could lead to intergenerational issues in later years.

## **2015-2025 Long-term Plan disclosure statement for the period commencing 1 July 2015**

### **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 long-term 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.

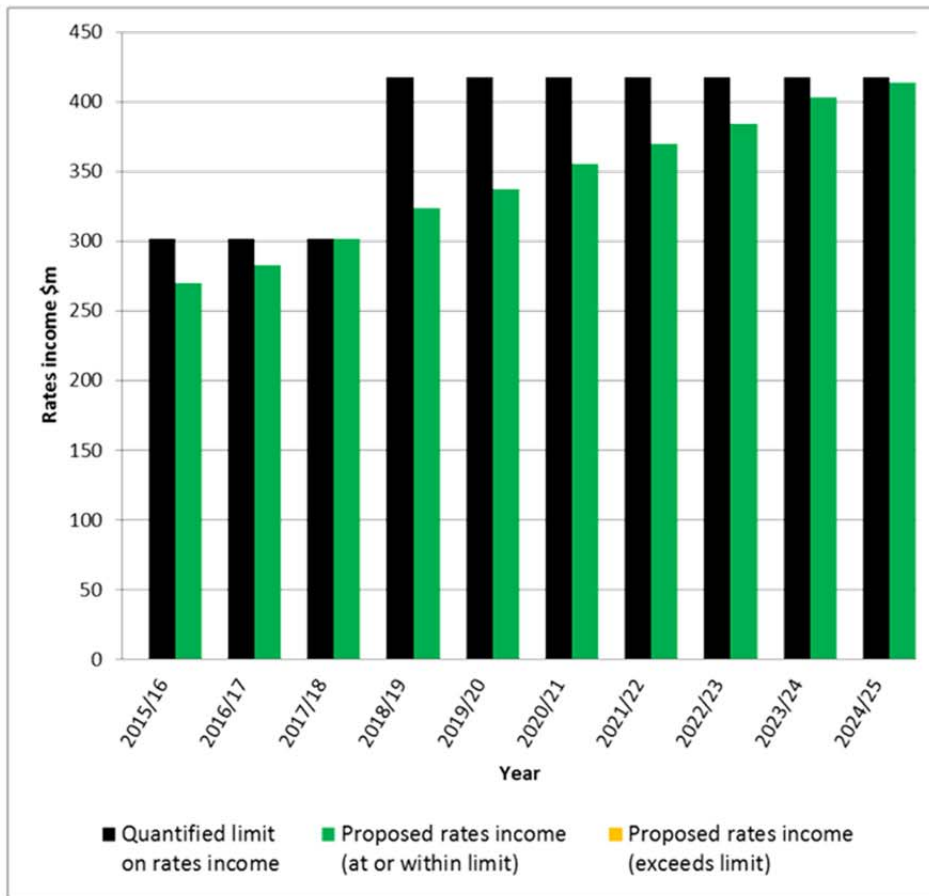
### **Rates affordability benchmark**

The council meets the rates affordability benchmark if—

- its planned rates income equals or is less than each quantified limit on rates; and
- its planned rates increases equal or are less than each quantified limit on rates increases.

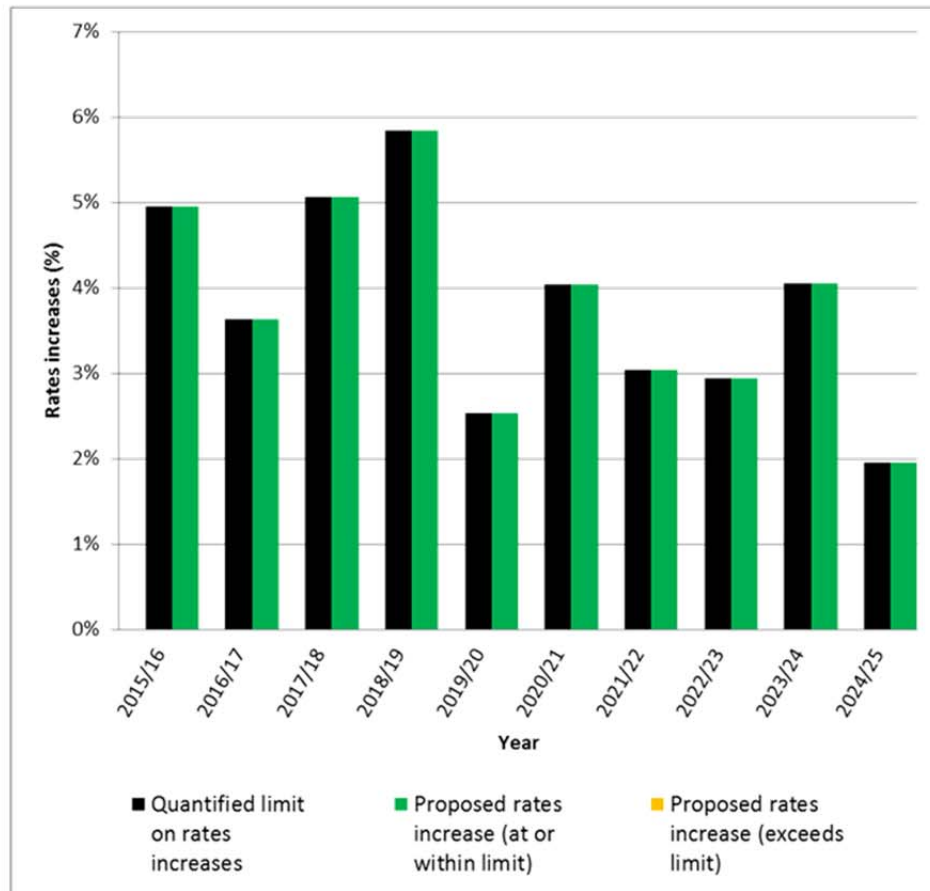
### **Rates (income) affordability**

The following graph compares the council's planned rates increases with a quantified dollar limit on rates increases included in the financial strategy included in the council's long-term plan. The quantified limit for the first three years of the LTP is \$301,552,000 and is \$417,880,000 for the last seven years of the LTP (quantified limit for the 2014/15 Annual Plan was \$249,671,000).



**Rates (increases) affordability**

The following graph compares the council's planned rates increases with a quantified limit on rates increases included in the financial strategy included in this council long-term plan. The quantified limit for the first three years of the LTP is an average annual increase after growth of 4.5% and an average annual increase of 3.9% after growth for the ten year period of the LTP (quantified limit for the 2014/15 annual plan was a 3.96% increase).

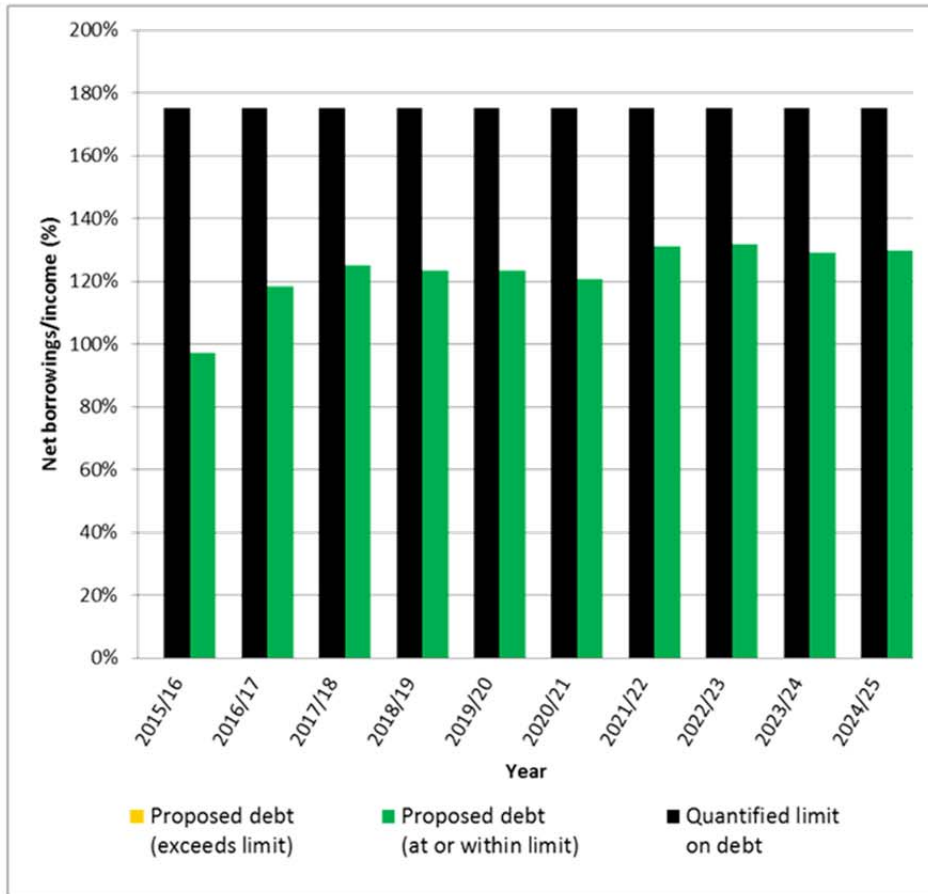


**Debt affordability benchmark**

The council meets the debt affordability if its planned borrowing is within each quantified limit on borrowing.

**Net borrowing as a percentage of income**

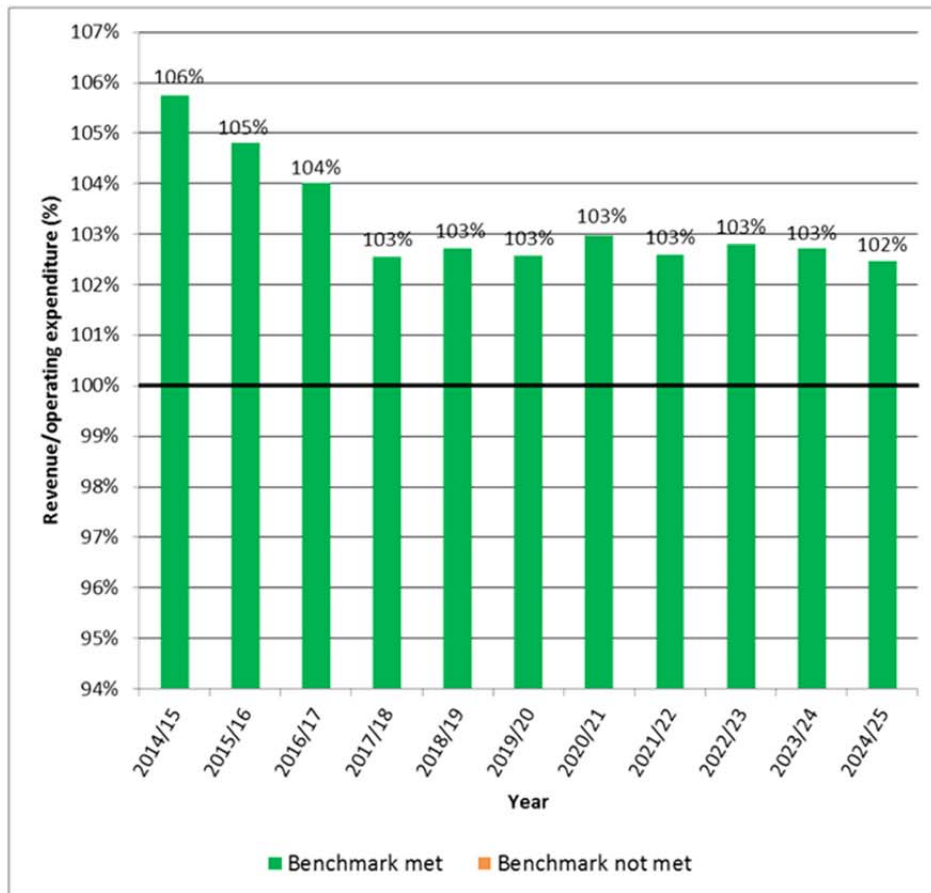
The following graph compares the council's planned debt with a quantified limit on borrowing stated in the financial strategy included in the council's long-term plan. The quantified limit is net borrowings, comprised of borrowings less cash and cash equivalents, being less than or equal to 175% of income. For this measure income is defined as total revenue less vested assets and development contribution income.



**Balanced budget benchmark**

The following graph displays the council's planned revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment) as a proportion of operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).

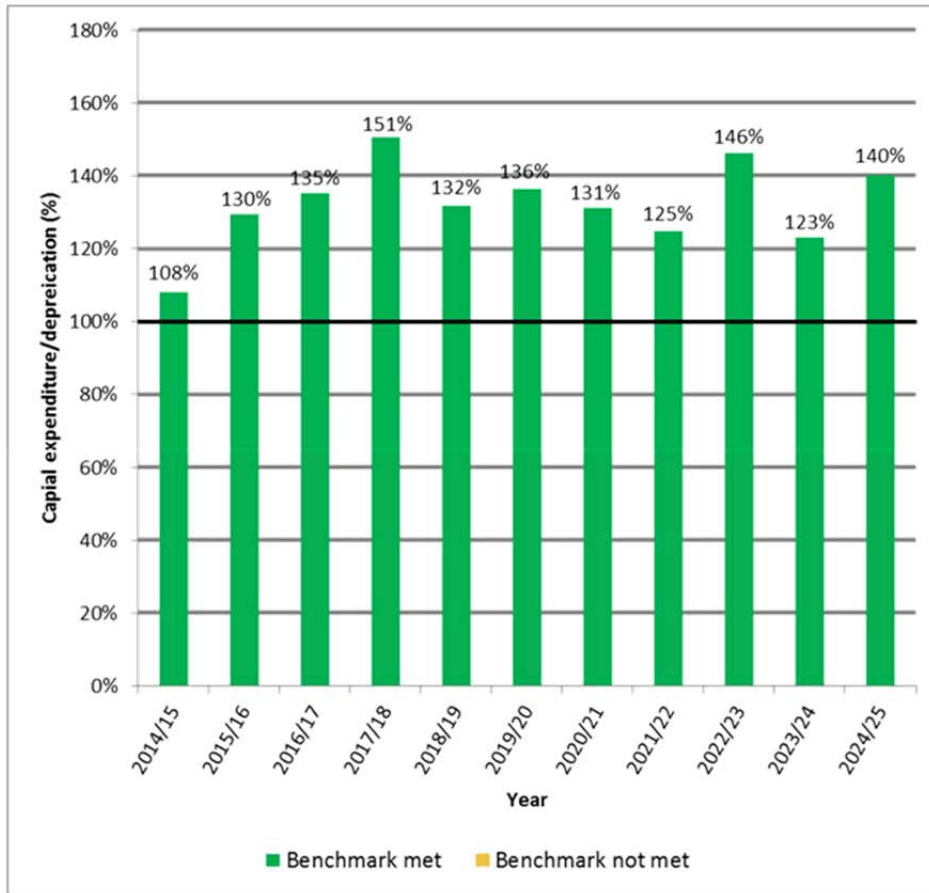
The council meets this benchmark if its planned revenue equals or is greater than its planned operating expenses.



### Essential services benchmark

The following graph displays the council's planned capital expenditure on network services as a proportion of expected depreciation on network services.

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.

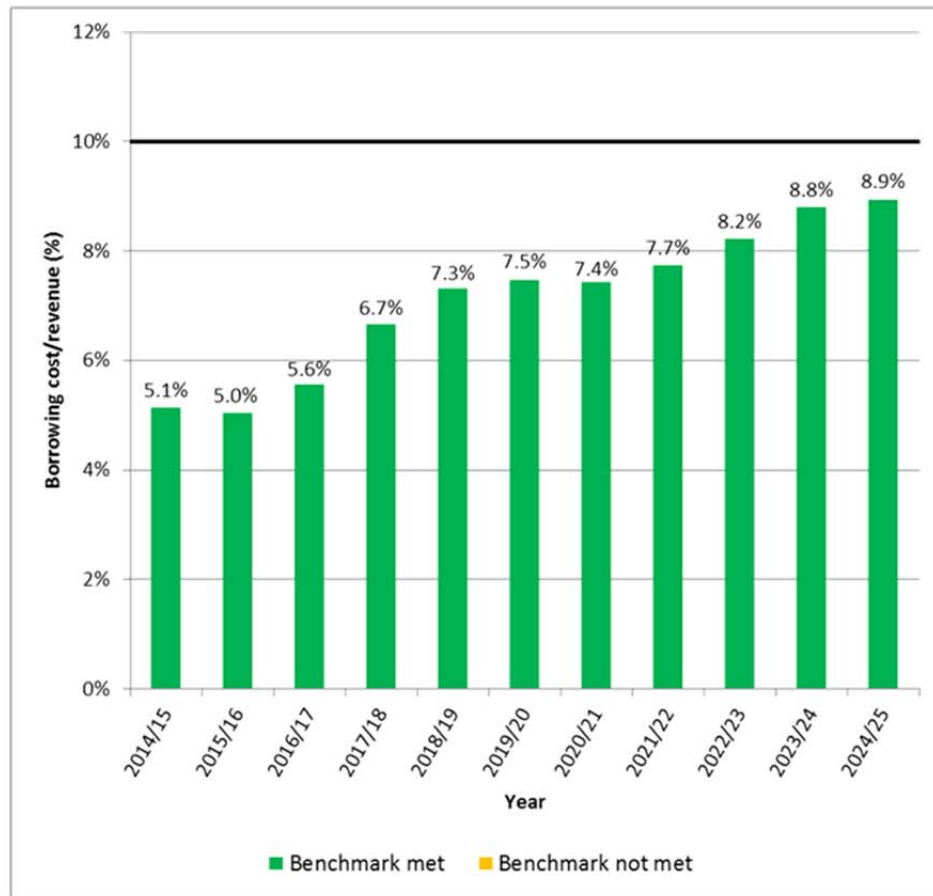


### Debt servicing benchmark

The following graph displays the council's planned borrowing costs 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).

Because Statistics New Zealand projects the council's population will grow more slowly than the national population growth rate, it meets the debt servicing benchmark if its borrowing costs equal or are less than 10% of its revenue.





## 2015-25 LTP

### Budget and Forecasting Assumptions and Risk Assessment

Schedule 10 of the Local Government Act 2002 requires that the Council identifies the significant forecasting assumptions and risks underlying the financial information set out in the ten year Long-term Plan (LTP). Where there is a high level of uncertainty the Council is required to state the reason for that level of uncertainty and provide an estimate of the potential effects on the financial assumptions. The level of uncertainty is determined by reference to both the likelihood of occurrence and the financial materiality.

The Council has made a number of significant assumptions in the preparation of the financial forecasts in this LTP. These assumptions are necessary as the LTP covers a 10 year period and to ensure that there is a consistent and justifiable basis for the preparation of the financial forecasts. The significant forecasting assumptions used in developing the financial forecasts in the LTP are detailed in the table below.

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
<b>General Assumptions:</b>			
<p><b>Strategic Direction</b> The strategic direction set out in the <i>Wellington 2040: Smart Capital</i> strategy will influence the way the Council delivers services and infrastructure to Wellington's residents.</p> <p>Achieving the strategic directions will ensure Wellington thrives and prospers and is resilient against threats, both natural and economic.</p> <p>The strategy is supported by Wellington's residents.</p>	<p>That the strategic directions will not lead to Wellington prospering and thriving.</p>	<p>Low</p>	<p>The <i>Wellington 2040: Smart Capital</i> strategy is based on a significant body of research predicting six major global trends which will impact on the city between now and 2040. Thorough and comprehensive engagement with Wellington's residents show the vision and goals in the strategy are widely supported.</p> <p>The Strategy builds on strengths and mitigates against threats.</p> <p>The strategy's overarching vision and goals guide the</p>

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty						
<p>Our four strategic goals are our community outcomes:</p> <ul style="list-style-type: none"> <li>• People City</li> <li>• Eco City</li> <li>• Connected City</li> <li>• Dynamic Central City</li> </ul>			<p>development of the Long-term Plan, specific strategies to achieve outcomes, how the Council's activities can best align to a smart green future, and the setting of meaningful long-term targets to measure progress.</p>						
<p>Projected growth in the Wellington City economy:</p> <ul style="list-style-type: none"> <li>• GDP Growth 2015-25 (Aspirational Scenario): 3.1% per annum</li> <li>• Employment Growth 2015-25 (Aspirational Scenario): 1.7% per annum</li> </ul> <p>Economic growth assumptions inform the Council's Financial Strategy and aids decision-making for the LTP. This year our assumptions are informed by BERL Economics based on growth scenarios for the Wellington region and councils to 2041. The modelling considers four alternative futures for the Wellington Region – Business as Usual, IT, Infrastructure and Aspirational. The alternative futures (scenarios) consider the impact of various strategies on employment and GDP.</p>	<p>That economic growth is lower than forecasted due to:</p> <ul style="list-style-type: none"> <li>• Local infrastructure not aligned to key regional infrastructure projects to ensure scale and needs are met by businesses and residents</li> <li>• Strategies not developed to attract and retain skilled workers</li> <li>• Land use planning and zoning not keeping pace with substantial population and employment growth</li> <li>• Council not investing in key projects to achieve economic development at forecasted levels.</li> <li>• Counter-cyclic trends in underlying economic growth despite Council's efforts to stimulate economic activity.</li> </ul>	<p>Moderate</p>	<p>Economic growth impacts on affordability of Council rates and the utilisation of services with a user charge funding component as discretionary income is impacted. This in turn may drive changes to both operational and capital expenditure. The economic outlook also affects local businesses, level of employment and the rate of development which means it is closely correlated to the level of growth in the ratepayer base.</p> <p>It is noted that the aspirational scenario forecast is based on estimated impact of economic development activities under the Wellington Regional Strategy (WRS), rather than economic development projects specific to Wellington City Council.</p>						
<p><i>Projected growth change factors:</i></p> <table border="1" data-bbox="360 1106 734 1161"> <thead> <tr> <th>Year</th> <th>Population forecast</th> <th>Households forecast</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Year	Population forecast	Households forecast				<p>That growth is higher or lower than forecast thereby either putting pressure on Council to provide additional infrastructure and services or putting council at risk of over-investing infrastructure to cater for growth that does not eventuate.</p>	<p>Low</p>	<p>Low to Moderate growth can be accommodated within the present level of Council infrastructure. Where higher growth requires additional infrastructure, Council will collect development contributions to meet a portion of the costs of new or upgraded investment. Capital costs over this amount would result in additional Council expenditure funded through new borrowings which would in turn result in increased rates. On average a \$1million increase in</p>
Year	Population forecast	Households forecast							

Forecasting Assumptions			Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
2015	202,669	76,145			borrowing funded capex will result in a \$140,000 increase in rates.
2016	203,933	76,807			
2017	205,199	77,495			
2018	206,665	78,201			
2019	208,056	78,914			
2020	209,473	79,607			
2021	210,826	80,272			
2022	212,083	80,947			
2023	213,615	81,635			
2024	214,854	82,308			
2025	216,289	82,984			
Annual average	0.65%	0.86%			
<p>City growth assumptions underpin the Council's Asset Management Plans, capital expenditure budgets, and level of services in the LTP.</p> <p>This year our assumptions are informed by Forecast.id for Wellington City modelling land development, housing markets and the role of suburbs. It is based on Statistics NZ data from the 2006 and 20013 censuses, converting usual resident data to estimated resident population for each neighbourhood. It is also mindful of larger economic and migration trends which are likely to effect the region. It provides a realistic projection based on current policy settings and how they are playing out.</p> <p>See our website <a href="http://www.wellington.govt.nz">www.wellington.govt.nz</a> for the population forecast for the city as a whole and for each neighbourhood together with a list of assumptions that have been incorporated in the forecast.</p>					
<p><b>Growth in ratepayer base:</b> Council plans to invest in a range of initiatives that it will provide an economic catalyst for the city which we forecast will provide ratepayer growth of:</p> <p>2015/16 1.2% 2016/17 1.2% 2017/18 1.5% 2018/19 1.5% 2019/20 1.8% 2020/21 1.2% 2021/22 1.0% 2022/23 1.0% 2023/24 0.8% 2024/25 0.8%</p>			<p>The growth in the ratepayer base is higher or lower than projected.</p>	<p>Low – Moderate</p>	<p>The Council has used current property information from its valuation service provider (Quotable Value Ltd), forward looking consenting, and historic trends to assess the level of growth in rating units, together with longer term projections from the Forecast.id modelling used in the LTP. We are also utilising modelling prepared by Price Waterhouse Coopers to assess the potential impact each of the Council's economic investment projects will have on growth in the ratepayer base. The projected growth for 2015/16 to 2017/18 is considered robust, with a higher level of estimation for out-years. Accordingly we have been conservative with our growth estimates in years 4 -10 of the LTP.</p> <p>If growth is higher than forecasted, average rates funding</p>

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
			<p>increase will be reduced by an equivalent amount as there are a greater number of ratepayers across which the rates funding requirement will be allocated. If growth is lower than forecasted, the average rates increase for the ratepayer will be higher. The annual impact of a 1% of variance in growth in the ratepayer base is equivalent to approximately \$2.5m of rates.</p> <p>We plan to manage this risk by conducting detailed business cases for each investment to assess their cost effectiveness and economic contribution. We will also measure and report on growth in the rating base and review the projections and underlying strategy on a three yearly basis.</p>
<p><b>Forecast cost savings and efficiencies</b> The council is targeting savings of 1% of funded operating expenditure from shared services initiatives and a range of procurement related programmes each year of the LTP, equating to approximately \$55m over the 10 years of the plan.</p> <p>This ongoing review will focus on:</p> <p>i. A review of the options, impacts and potential risks of reducing the renewals budget</p> <p>ii. The future need for assets and their ongoing strategic alignment.</p> <p>iii. The future capital programme, service levels, alternative service models, increased asset utilisation, holdings and potential income-generating opportunities.</p> <p>iv. Organisational alignment and increased use of inter council shared service alignment</p>	<p>That council does not achieve the forecast level of savings.</p> <p>Note that in making any decisions the Council will:</p> <ul style="list-style-type: none"> <li>• consider the need to appropriately maintain assets so that an unsustainable future financial liability does not result</li> <li>• comply with legislation</li> <li>• ensure the potential adverse impacts on the health and safety of staff and the public are adequately mitigated</li> <li>• outline levels of service impacts and any associated monitoring framework to ensure that changes are sustainable and do not cause unacceptable impacts or disruption to the services that the assets support.</li> </ul>	Low – Moderate	<p>The general rates requirement would increase or decrease by the difference between the actual and projected general rates reductions from savings. This would require the council to adjust rates, debt, fees and charges, and/or expenditure requirements where savings differ from those forecasted. The council has achieved additional savings targets in each of the past three years of between \$4m and \$8m. This provides confidence that further cost savings can be made, although the actual timing and impact will subject to a number of factors.</p>
<p><b>Levels of Service</b> Demand for Council services and customer expectations regarding business as usual levels of service will not</p>	<p>That there are significant changes in customer expectations regarding demand for services or levels of</p>	Low	<p>The Council has well defined service levels for its planned activities which have been reviewed as part of the LTP process.</p>

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
significantly change and therefore there will be no significant effect on asset requirements or operating expenditure beyond those specifically planned and identified within the LTP.	service from those planned in the LTP.		Customer satisfaction surveys and other engagement strategies generally support the key assumptions made within the LTP and therefore there are currently no known additional areas of the Council's service that require significant modification.
<p><b>Funding for major economic growth initiatives</b></p> <p>The 2015-2025 LTP identifies a number of projects that we forecast will provide a catalyst for economic and rating base growth in the city. These projects which include funding for urban development initiatives that provide a catalyst for growth and potential investment in extension of the airport runway, a film museum, indoor arena, film and tech hubs and targeted events. These projects are at different stages of development. Specific costs and timing will be clearer as we work through the project phases. Despite this uncertainty it is important that we show through the financial strategy and LTP the capacity the Council has to invest in these projects over the 10 year period of the LTP. To cater for these uncertainties we have used an envelope budgeting approach in years 4 to 10, incorporating \$200m of capital expenditure funding for economic catalyst projects and an additional \$76m for urban development projects. In addition we have assumed that \$90m of the total \$1.9 billion of asset investment planned across the 10 years of the LTP will be funded by an external party. We will continue to budget for the associated debt servicing costs but transfer the capital risk and debt from the Council's balance sheet.</p>	That the funding allocated will be insufficient to fund all of the projects identified.	Moderate	Each of the major economic projects identified within the plan will undergo a robust business case to assess their cost effectiveness and anticipated contribution to the city economy. We cannot yet be certain that all these projects will proceed. Given the lead time it is also likely that a significant proportion of the investment will not be incurred in the first three years of the LTP. This will provide an opportunity to review the envelope funding allocation as part of the subsequent LTP in 2018.
<p><b>Resource consents</b></p> <p>Conditions for existing resource consents held by Council will not be significantly altered. Any resource consents due for renewal during the 10 year period will be renewed accordingly.</p>	Conditions of resource consents are altered significantly. Council is unable to renew existing resource consents upon expiry.	Low	The financial effect of any change to resource consent requirements would depend upon the extent of the change. A significant change in requirements could result in the Council needing to spend additional funds to enable compliance. Generally, the Council considers that it is fully compliant with existing Resource Consents and does not



Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
			contemplate any material departure from these requirements over the next 10 years.
<p><b>Development Contributions</b> Significant assumptions in relation to development contributions are included within the Development Contributions Policy.</p>	<p>If growth is higher or lower than forecast, the level of development contributions collected could be insufficient to cover the costs of additional infrastructure required to meet the needs of Wellington's future population.</p>	Moderate	<p>The growth assumptions within the Development Contributions Policy are considered robust as they are based on the Forecast.id modelling on population, assumptions used across the LTP. The policy is adopted by Council after a robust process including the Special Consultative Procedure and external audit.</p>
<p><b>Civil Defence and Emergency Preparedness</b> The LTP is prepared on the basis that the city is continually improving its emergency preparedness, and whilst the impact of a major natural disaster cannot be accurately predicted (and therefore the response required), increased community preparedness and regional consistency are cornerstones of our approach.</p> <p>In line with the rest of NZ, we follow the "4Rs":</p> <ul style="list-style-type: none"> <li>▪ Reduction of risk</li> <li>▪ Readiness for an event</li> <li>▪ Response when it occurs; and</li> <li>▪ Recovery, post-event.</li> </ul> <p>The focus areas for disaster preparedness within our plan are:</p> <ul style="list-style-type: none"> <li>▪ Earthquake prone buildings</li> <li>▪ Water</li> <li>▪ Wastewater</li> <li>▪ Transportation</li> <li>▪ Electricity</li> <li>▪ Gas</li> <li>▪ Telecoms</li> <li>▪ Welfare</li> <li>▪ Community preparedness</li> </ul> <p>Most hazards we prepare for have an expected probability. For example, maximum size tsunami once</p>	<p>That a significant event occurs (e.g. a major earthquake) and:</p> <ul style="list-style-type: none"> <li>▪ insufficient risk reduction measures are in place to prevent large numbers of casualties, or</li> <li>▪ the city is unable to recover sufficiently or quickly enough in order to prevent long-term adverse effects on population or local economy.</li> </ul>	Low	<p>Although the probability of a major earthquake or other natural disaster within the lifespan of the LTP is low, we take Emergency Preparedness very seriously with the aim to be as prepared as possible. We believe that preparedness activities are never finished and therefore aim for continuous improvement. Although we do consider ourselves capable of dealing with a large event, we will never know how adequate our plans are until the day they are tested for real. Regardless of preparedness levels, in a major event it will always be likely that regional, national and international assistance will be required.</p> <p>Similarly, the financial impact of such an event is unknown until such an event occurs. However, it is likely to have a significant impact to the current planned expenditure within the LTP.</p>

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
every 2,500 years; major quake on the Wellington fault, 10% chance in the next 100 years.			
<p><b>Government Policy</b> Most of the local government reforms are in place. No major changes to the Local Government Act are foreseen and assumed over the period of the LTP. That the Government policy framework will continue to provide a stable working and statutory framework. Changes to the Resource Management Act (RMA) is expected.</p>	That Government policy framework shifts, resulting in new or amended legislation	Moderate	The nature and significance of new or amended legislation will determine the level of response required, cost to implement and administer by Council, or result in a change to the services delivered by the Council. RMA changes might be significant but will not happen overnight.
<p><b>Regional Governance Review</b> The LTP assumes continuation of the current local authority structure within the Wellington Region. The Wellington local authorities will continue to work with the public toward a common view of regional governance. This will strengthen the opportunities for authorities to propose and drive any reform agreed with or by Central Government. In December 2014 the Local Government Commission announced a draft proposal for a single two tiered Council for the entire Wellington. Consultation on this proposal will close in 2015. In May 2015 this proposal was withdrawn by the Government Commission.</p> <p>Council's plan does reflect the impact of other decisions made collectively by the Councils in the region, including the formation of the Wellington Regional Economic Development Agency and the expansion of Wellington Water to serve the entire metropolitan area.</p>	That councils in the region fail to lead a public discussion and reach a united and acceptable position on the issue of governance reform leading to inappropriate and/or rushed change is imposed by central government.	Moderate	<p>Any change in governance arrangements for the city and region could impact on levels of service and their costs, and alter the LTP forecast.</p> <p>The Regional Governance Review was initiated by the Wellington Regional Mayoral Forum in 2010. The external environment has changed since that review was initiated – including central government announcing an intention to examine reform of the sector. The Council will need to ensure its public is informed on any subsequent proposals or debate.</p> <p>Should change be supported – and pass a community poll – any impact in terms of structure, services and costs would likely only impact on the out-years of the long-term plan (years 4-10.)</p>
<b>Significant Financial Assumptions:</b>			
<p><b>Inflation</b> The Council has adjusted base financial projections to reflect the estimated impact of inflation.</p>	That actual inflation will be significantly different from the assumed inflation.	<p>Low - Moderate Years (1-3)</p> <p>Moderate - High</p>	<p>Inflation is affected by external economic factors, most of which are outside of the Council's control and influence.</p> <p>Council's costs and the income required to fund those costs will increase by the rate of inflation unless efficiency gains</p>

Forecasting Assumptions											Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
												Years (4-10)  High Years (11-30)	can be made.
<p><b>Inflation Rates Applied:</b> Inflation rates have been estimated using the BERL "Forecasts of Price level Change Adjustors to 2025." The applicable rates are (shown cumulative):</p>													While individual indices will at times vary from what has been included in this LTP, the Council has relied on the assumption that the Reserve Bank will use of monetary controls to keep CPI within the 1.5 to 3% range.
<b>Index Forecast</b>	<b>Yr 1</b>	<b>Yr 2</b>	<b>Yr 3</b>	<b>Yr 4</b>	<b>Yr 5</b>	<b>Yr 6</b>	<b>Yr 7</b>	<b>Yr 8</b>	<b>Yr 9</b>	<b>Yr 10</b>			
Roading	1.000	1.014	1.036	1.061	1.088	1.117	1.149	1.183	1.220	1.260			
Property	1.000	1.024	1.050	1.078	1.107	1.139	1.174	1.211	1.250	1.294			
Water	1.000	1.038	1.069	1.104	1.140	1.180	1.223	1.271	1.321	1.376			
Energy	1.000	1.038	1.078	1.122	1.170	1.223	1.279	1.342	1.411	1.485			
Staff	1.000	1.018	1.039	1.060	1.083	1.107	1.133	1.161	1.191	1.223			
Other expense	1.000	1.025	1.051	1.080	1.111	1.143	1.180	1.218	1.261	1.306			
Other income	1.000	1.019	1.039	1.061	1.083	1.107	1.133	1.160	1.188	1.218			
<p><b>Application of the Inflation Rates:</b> The inflation rates above have been applied across all items within the financial statements with the exception of:</p> <p><b>Revenue from investment properties</b> – not inflated as most ground leases are subject to fixed rentals across the period.</p> <p><b>Petrol tax</b> – forecast to remain constant. Revenue from petrol tax is driven by tax rates and volumes – both of which are expected to remain constant over the 10 year period.</p>												Low	
												Low – Moderate	The assumption is considered reasonable in these cases due to the specific circumstances noted.
												Moderate	Although the revenue streams may vary annually due to factors outside the control of the Council (eg, petrol consumption may vary and therefore affect the revenue received from Petrol Tax) it is not considered that annual variances will have a material effect on the financial

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
<p><b>Interest revenue and expenditure</b> – Interest rates do not increase annually in line with rates of inflation. Interest rates have been forecast to remain constant. Refer section below.</p> <p><b>Grants</b> - Our grant schemes and grants to other organisations do not increase with inflation and remain constant until Council make a decision to change the level of the grants. Therefore our assumption is there will be no change to the value of our grants over the 10 year period.</p> <p><b>Dividends</b> – Although rates of inflation will affect the revenues and expenditures of those entities distributing dividends to the Council it is not anticipated that the level of dividend will be influenced by rates of inflation in the future.</p>	<p>N/A</p> <p>That cost pressures experienced by organisations receiving grants is such that Council are inclined to increase grant funds available.</p> <p>N/A</p>	Moderate	<p>forecasts in the LTP.</p> <p>While no inflation is applied to grant funding the actual level of funding proposed is reconsidered on an annual basis taking these factors into account.</p>
<p>Expected interest rates on borrowings Interest is calculated using the following interest rates:</p> <p>2015/16 5.60% per annum 2016/17 6.00% per annum 2017/18 6.00% per annum 2018/19 6.00% per annum 2019/20 6.30% per annum 2020/21 6.30% per annum 2021/22 6.30% per annum 2022/23 6.75% per annum 2023/24 6.75% per annum 2024/25 6.75% per annum</p>	That prevailing interest rates will differ significantly from those estimated.	Moderate	Interest rates are largely driven by factors external to the NZ economy. Council manages its exposure to adverse changes in interest rates through the use of interest rate swaps. At any time Council policy is to have a minimum level of interest rate hedging equivalent to 50% of core borrowings. Based on the minimum hedging profile, a 0.1% movement in interest rates will increase/decrease annual interest expense by between \$200,000 and \$550,000 per annum across the 10 years of the LTP.
<p><b>Expected return on investments:</b> Council has forecast the following returns for significant investments:</p>			
<b>Wellington International Airport Limited shareholding</b> – it is assumed that the Council will retain its existing investment in WIAL of 34% and that a regular flow of	That Council will not achieve the forecast level of dividends	Moderate	The level of dividend is dependent on the financial performance of the company. If the actual returns are significantly less than forecast, the council will need to look

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
<p>revenue will be received by way of dividend. The forecast annual dividend from Wellington International Airport Limited is \$11 million for 2015/16.</p> <p><b>Wellington Cable Car Limited</b> – it is assumed that the Council will retain its existing investment at current levels with the exception of a \$2.5 million investment in 2016/17 to fund replacement of the electric drive for the Cable Car. No dividends are assumed across the 10 year period</p> <p>The Greater Wellington Regional Council has signalled that the Wellington trolley-bus network will be decommissioned in 2017. WCC has written down the carrying value of its overhead wires &amp; pole network accordingly, but has assumed that GWRC will meet any costs of dismantled the network.</p>	<p>That actual levels of dividends differ from those forecasted in the plan.</p> <p>The WCC incurs some cost in decommissioning the network.</p>	<p>Low</p> <p>Moderate</p>	<p>for alternative funding through rates or borrowings. If the actual returns are significantly more than forecast, the Council may be able to reduce rates or forecast borrowings.</p> <p>The level of dividend is dependent on the financial performance of the company. If the actual returns are significantly less than forecast, the council will need to look for alternative funding through rates or borrowings. If the actual returns are significantly more than forecast, the Council may be able to reduce rates or forecast borrowings.</p> <p>WCCL is currently undertaking an assessment of the cost of decommissioning. Until this is know the cost implications for GWRC and WCC are unknown.</p>
<p><b>Wellington Regional Stadium Trust loan</b> – in accordance with the terms of the loan, no interest has been forecasted across the 10 year period.</p> <p>The loan is due to be repaid once the Trust has repaid all of its other liabilities and borrowings. The Trust may return part of its annual operating surplus to the Council to repay all or part of the outstanding loan.</p>	<p>That the loan will not be repaid</p>	<p>Low</p>	<p>As the Trust is currently servicing its other loan obligations to commercial lenders, the Council considers that it is unlikely that the Trust will make an annual repayment of the outstanding loan. Once these commercial loans have been repaid the Council expects that the Trust will be in a position to repay the loan advanced by the Council. There is currently no information / reason to suggest that the Trust will not be in a position to repay the Council's loan.</p>
<p><b>Convention Centre</b> It is assumed that the operating costs of the proposed Wellington Convention Centre will be offset by dividends of \$1.4m in 2020/21, increasing to \$2.2m in 2024/25.</p>	<p>That operating profits and the dividend returned to Council are lower than forecast</p>	<p>Moderate</p>	<p>Profit and dividend forecasts assume a mid-case scenario based on a business case with robust and sound assumptions. A range of industry experts (including Price Waterhouse Coopers, BERL Economics, Howarth HTL Ltd, and Covec Ltd) were engaged in preparing market analysis, economic projections, property advice and assessment, and reviewing the draft business case. It is also prepared in full knowledge of the planned developments in other regions.</p>
<p><b>New Zealand Transport Authority (NZTA) funding</b> Council has made assumptions on the level of subsidies</p>	<p>NZTA make further changes to the subsidy rate, the funding cap or the</p>	<p>Low</p>	<p>Variations in the subsidy rates of approx 1% would not impact the Council's funding income stream due to current</p>



Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
<p>it expects to receive from central government through the NZTA over the period of the LTP. The NZTA Funding Assistance Rates Review was finalised in October 2014. The agreed funding assistance rates for both the 2015-18 National Land Transport Programme (NLTP) period and at the end of the transition are as below:</p> <p>2015/16 48% 2016/17 49% 2017/18 50% 2023/24 51% (end of transition)</p>	<p>criteria for inclusion in the subsidised works programme.</p>		<p>eligible expenditure being in excess of the current funding cap.</p>
<p><b>Vested assets</b> No vesting of assets is forecast across the 10 year period.</p>	<p>That Council will have assets vested thereby increasing the depreciation expense in subsequent years.</p>	<p>High</p>	<p>The level of vested assets fluctuates considerably from year to year and is unpredictable. Historical levels have not been material. The recognition of vested assets in the income statement is non-cash in nature and will have no effect on rates. The financial effect of the uncertainty is expected to be low.</p>
<p><b>Sale of Assets</b> We have assumed asset sales of \$52m will be realised to repay borrowings across the 10 year period.</p>	<p>That the sale of assets do not occur at forecasted levels</p>	<p>Moderate</p>	<p>If the level of asset sales is less than forecasted, either our level of debt will increase by the relevant amount or Council may consider revising its level of asset investment. The interest cost of servicing this debt will be lower or higher depending on the level of asset sales.</p>
<p><b>Sources of funds for the future replacement of significant assets</b> Sources of funds for operating and capital expenditure are as per the Revenue and Financing Policy (refer page xx)</p>	<p>That sources of funds are not achieved</p>	<p>Low</p>	<p>User charges have been set at previously achieved levels. Depreciation is funded through rates. The Council is able to access borrowings at levels forecast within the LTP.</p>
<p><b>Useful lives of significant assets</b> The useful lives of significant assets is shown in the Statement of Accounting Policies (refer page xx).  It is assumed that there will be no reassessment of useful lives throughout the 10 year period.</p>	<p>That assets wear out earlier or later than estimated.</p>	<p>Low - Asset lives are based upon estimates made by engineers and registered valuers.</p>	<p>The financial effect of the uncertainty is likely to be immaterial. Depreciation and interest costs would increase if capital expenditure was required earlier than anticipated.  However, these impacts could be mitigated as capital projects could be reprioritised in the event of early expiration of assets.</p>



Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
<p>It is assumed that assets will be replaced at the end of their useful life.</p> <p>Planned asset acquisitions (as per the capital expenditure programme) shall be depreciated on the same basis as existing assets.</p>	<p>That Council activities change, resulting in decisions not to replace existing assets.</p> <p>That Council replaces assets before the end of useful life.</p> <p>That more detailed analysis of planned capital projects may alter the useful life and therefore the depreciation expense.</p>	<p>Low</p> <p>Low</p>	<p>Council has a comprehensive asset management planning process. Where a decision is made not to replace an asset, this will be factored into capital projections.</p> <p>Asset capacity and condition is monitored, with replacement works being planned accordingly. Depreciation is calculated in accordance with accounting and asset management requirements.</p>
<p><b>Revaluation of property, plant and equipment</b> These forecasts include a three yearly estimate to reflect the change in asset valuations for property, plant and equipment in accordance with the Council's accounting policies (refer page xx). The following assumptions have been applied to projected asset revaluations:</p> <ul style="list-style-type: none"> <li>• Revaluation movements shall equate the inflation rates applied for all depreciable property, plant and equipment (refer section "Inflation")</li> <li>• The depreciation impact of inflation shall be in the year following revaluation.</li> <li>• The value of non-depreciable assets (e.g. land) is forecast to remain constant.</li> </ul>	<p>That actual revaluation movements will be significantly different from those forecast</p>	<p>Low</p>	<p>The majority of Council's depreciable property, plant and equipment assets is valued on a depreciated replacement cost basis. Therefore, using the projected inflation rate as a proxy for revaluation movements is appropriate and consistent with the treatment of price changes generally within the LTP.</p> <p>For land assets valued at market value (based on sales evidence), values have been assumed to remain constant. This reflects the wide disparity in views on the sustainability of current residential market prices.</p>
<p><b>Revaluation of investment properties</b> It is assumed that the value of investment properties accounted for at fair/market value will remain constant across the 10 year plan.</p>	<p>That actual revaluation movements will be significantly different from those forecast</p>	<p>Moderate</p>	<p>For assets valued at market value (based on sales evidence), values have been assumed to remain constant. This assumption has no impact on depreciation as these assets are not depreciated.</p>
<p><b>LGFA Guarantee</b> Each of the shareholders of the LGFA is a party to a deed of Guarantee, whereby the parties to the deed guarantee the obligations of the LGFA and the guarantee obligations of other participating local authorities to the LGFA, in the event of default.</p>	<p>In the event of a default by the LGFA, each guarantor would be liable to pay a proportion of the amount owing. The proportion to be paid by each respective guarantor is set in relation to each guarantors relative rates</p>	<p>Low</p>	<p>The Council believes the risk of the guarantee being called on and any financial loss arising from the guarantee is low. The likelihood of a local authority borrower defaulting is extremely low and all of the borrowings by a local authority from the LGFA are secured by a rates charge.</p>

Forecasting Assumptions	Risk	Level of Uncertainty	Reasons and Financial Effect of Uncertainty
	income.		
<p><b>Renewal of External Funding</b> It is assumed that Council will be able to renew existing borrowings on equivalent terms.</p>	That new borrowings cannot be accessed to fund future capital requirements	Low	<p>The Council minimises its liquidity risk by maintaining a mix of current and non-current borrowings in accordance with its Investment and Liability Management Policy.</p> <p>In accordance with the Liability Management Policy the Council must maintain its borrowing facilities at a level that exceeds 110% of peak borrowing levels over the next 12 months.</p>
<p><b>Weathertight Homes</b> The Council will continue to spread the cost incurred by Council in settling weathertight homes claims by funding claims from borrowings and spreading the rates funded repayment across a number of years. The LTP assumes that the Council's weathertight homes liability will be fully settled and the associated borrowing repaid over the 10 years of this LTP.</p>	That the level of the claims and settlements is higher than provided for within the LTP.	Low	The weathertight homes liability is an actuarial calculation based on the best information currently available. The liability provided for within the Council's financial statements is \$50m, a 1% change in this figure would equate to \$0.5m.

**PROSPECTIVE STATEMENT OF CHANGES IN EQUITY**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>EQUITY - OPENING BALANCES</b>													
Accumulated funds and retained earnings	4,965,881	4,972,119	6,238		4,994,681	5,014,552	5,028,194	5,043,158	5,057,909	5,075,335	5,091,378	5,109,223	5,127,339
Revaluation reserves	1,685,991	1,429,106	(256,885)		1,429,106	1,652,379	1,725,376	1,725,376	1,966,504	2,071,370	2,071,370	2,407,276	2,549,921
Hedging reserve	(9,955)	137	10,092		137	137	137	137	137	137	137	137	137
Fair value through other comprehensive income reserve	93	63	(30)		63	63	63	63	63	63	63	63	63
Restricted funds	10,715	12,389	1,674		12,928	13,424	13,866	14,238	14,541	14,774	14,924	14,986	14,953
<b>TOTAL EQUITY - Opening balance</b>	<b>6,652,725</b>	<b>6,413,814</b>	<b>(238,911)</b>		<b>6,436,915</b>	<b>6,680,555</b>	<b>6,767,635</b>	<b>6,782,971</b>	<b>7,039,154</b>	<b>7,161,678</b>	<b>7,177,871</b>	<b>7,531,685</b>	<b>7,692,413</b>
<b>CHANGES IN EQUITY</b>													
<b>Retained earnings</b>													
Net surplus for the year	26,385	23,101	(3,284)		20,367	14,083	15,336	15,055	17,658	16,193	17,908	18,083	17,118
Transfer to restricted funds	(3,766)	(4,518)	(752)		(4,555)	(4,598)	(4,637)	(4,685)	(4,734)	(4,790)	(4,845)	(4,911)	(7,026)
Transfer from restricted funds	3,765	3,979	214		4,059	4,157	4,265	4,382	4,502	4,640	4,783	4,944	5,113
<b>Hedging reserve</b>													
Movement in hedging reserve	57,073	-	(57,073)		223,273	72,997	-	241,128	104,866	-	335,906	142,645	-
<b>Restricted Funds</b>													
Transfer to retained earnings	(3,765)	(3,979)	(214)		(4,059)	(4,157)	(4,265)	(4,382)	(4,502)	(4,640)	(4,783)	(4,944)	(5,113)
Transfer from retained earnings	3,766	4,518	752		4,555	4,598	4,637	4,685	4,734	4,790	4,845	4,911	7,026
<b>TOTAL COMPREHENSIVE INCOME</b>	<b>83,458</b>	<b>23,101</b>	<b>(60,357)</b>		<b>243,640</b>	<b>87,080</b>	<b>15,336</b>	<b>256,183</b>	<b>122,524</b>	<b>16,193</b>	<b>353,814</b>	<b>160,728</b>	<b>17,118</b>
<b>EQUITY - CLOSING BALANCES</b>													
Accumulated funds and retained earnings	4,992,265	4,994,681	2,416		5,014,552	5,028,194	5,043,158	5,057,909	5,075,335	5,091,378	5,109,223	5,127,339	5,142,544
Revaluation reserves	1,743,064	1,429,106	(313,958)		1,652,379	1,725,376	1,725,376	1,966,504	2,071,370	2,071,370	2,407,276	2,549,921	2,549,921
Hedging reserve	(9,955)	137	10,092		137	137	137	137	137	137	137	137	137
Fair value through other comprehensive revenue and expense	93	63	(30)		63	63	63	63	63	63	63	63	63
Restricted funds	10,716	12,928	2,212		13,424	13,866	14,238	14,541	14,774	14,924	14,986	14,953	16,867
<b>TOTAL EQUITY - Closing balance</b>	<b>6,736,183</b>	<b>6,436,915</b>	<b>(299,268)</b>		<b>6,680,555</b>	<b>6,767,635</b>	<b>6,782,971</b>	<b>7,039,154</b>	<b>7,161,678</b>	<b>7,177,871</b>	<b>7,531,685</b>	<b>7,692,413</b>	<b>7,709,531</b>

Notes:

**PROSPECTIVE STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSE**

	2014/15	2015/16	Variance	Notes	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	AP	LTP	to LTP		LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP
	\$000	\$000	\$000		\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
<b>REVENUE</b>													
Revenue from rates	255,266	270,907	15,641		283,927	302,482	324,619	338,630	356,310	370,655	385,232	403,875	414,970
Revenue from development contributions	2,000	2,000	-		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Revenue from grants, subsidies and reimbursements	51,090	42,511	(8,579)	1	42,062	28,578	21,447	19,271	20,332	20,875	21,341	21,773	22,826
Revenue from operating activities	119,913	121,287	1,374	2	124,817	127,764	130,677	134,404	136,116	136,818	140,884	143,932	147,417
Investments	20,215	20,135	(80)		20,135	20,235	19,635	20,635	23,344	26,693	26,637	29,182	30,429
Fair value movement on investment property revaluation	-	3,665	3,665	3	4,324	4,821	5,143	5,482	6,057	6,449	6,865	7,543	8,027
Other revenue	1,100	1,050	(50)		1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050
Finance revenue	603	637	34		650	663	719	693	731	776	827	886	952
<b>TOTAL REVENUE</b>	<b>450,187</b>	<b>462,192</b>	<b>12,005</b>		<b>478,965</b>	<b>487,593</b>	<b>505,290</b>	<b>522,165</b>	<b>545,940</b>	<b>565,316</b>	<b>584,836</b>	<b>610,241</b>	<b>627,671</b>
<b>EXPENSE</b>													
Finance expense	23,041	22,961	(80)	4	26,498	32,365	36,868	38,926	40,453	43,602	47,956	53,549	55,946
Expenditure on operating activities	298,596	316,333	17,737	5	329,850	332,403	338,405	351,221	363,135	376,887	387,814	398,961	411,419
Depreciation and amortisation	102,165	99,797	(2,368)		102,250	108,742	114,681	116,963	124,694	128,634	131,158	139,648	143,188
<b>TOTAL EXPENSE</b>	<b>423,802</b>	<b>439,091</b>	<b>15,289</b>		<b>458,598</b>	<b>473,510</b>	<b>489,954</b>	<b>507,110</b>	<b>528,282</b>	<b>549,123</b>	<b>566,928</b>	<b>592,158</b>	<b>610,553</b>
<b>NET SURPLUS FOR THE YEAR</b>	<b>26,385</b>	<b>23,101</b>	<b>(3,284)</b>		<b>20,367</b>	<b>14,083</b>	<b>15,336</b>	<b>15,055</b>	<b>17,658</b>	<b>16,193</b>	<b>17,908</b>	<b>18,083</b>	<b>17,118</b>
<b>OTHER COMPREHENSIVE REVENUE AND EXPENSE</b>													
Fair value movement - property, plant and equipment - net	57,073	-	(57,073)		223,273	72,997	-	241,128	104,866	-	335,906	142,645	-
<b>TOTAL OTHER COMPREHENSIVE REVENUE AND EXPENSE</b>	<b>57,073</b>	<b>-</b>	<b>(57,073)</b>		<b>223,273</b>	<b>72,997</b>	<b>-</b>	<b>241,128</b>	<b>104,866</b>	<b>-</b>	<b>335,906</b>	<b>142,645</b>	<b>-</b>
<b>TOTAL COMPREHENSIVE REVENUE AND EXPENSE</b>	<b>83,458</b>	<b>23,101</b>	<b>(60,357)</b>		<b>243,640</b>	<b>87,080</b>	<b>15,336</b>	<b>256,183</b>	<b>122,524</b>	<b>16,193</b>	<b>353,814</b>	<b>160,728</b>	<b>17,118</b>

**Notes:**

- Reduction between 14/15 and 15/16 funding from Housing New Zealand for the Housing Upgrade Programme.
- Details of specific changes to revenue from activities can be found in the Funding Impact Statements. This will outline at an activity level the key changes.
- Showing the impact of investment property revaluations. This is expected at a rate of half the property inflator in the significant forecasting assumptions
- Debt levels have increased between 14/15 and 15/16 and interest rates have decreased creating a modest interest increase.
- Details of specific changes to operational costs can be found in the Funding Impact Statements. This will outline at an activity level the key changes.

**PROSPECTIVE STATEMENT OF COMPREHENSIVE REVENUE AND EXPENSE**

6. EXPLANATION OF NET OPERATING SURPLUS	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
<b>EXPENDITURE NOT FUNDED UNDER SECTION 100 OF LGA</b>										
<b>TOTAL SURPLUS</b>	<b>23,101</b>	<b>20,367</b>	<b>14,083</b>	<b>15,336</b>	<b>15,055</b>	<b>17,658</b>	<b>16,193</b>	<b>17,908</b>	<b>18,083</b>	<b>17,118</b>
<b>Represented by:</b>										
NZTA Transport funded projects	(7,843)	(7,595)	(7,586)	(7,679)	(7,566)	(7,543)	(7,607)	(7,686)	(7,645)	(7,629)
General	(834)	(90)	(80)	(70)	(60)	(50)	(40)	(30)	(20)	(10)
Clearwater sewerage treatment plant	(2,955)	(2,955)	(3,174)	(3,174)	(3,174)	(3,443)	(3,442)	(3,442)	(3,771)	(3,771)
Decommissioned Living Earth joint venture plant	(198)	(198)	(210)	(210)	(210)	(220)	(196)	(192)	(211)	(211)
Wellington Waterfront Limited depreciation	(3,654)	(3,297)	(3,122)	(2,857)	(2,399)	(2,015)	(1,645)	(1,182)	(641)	0
<b>TOTAL EXPENDITURE NOT FUNDED UNDER SECTION 100 OF LGA</b>	<b>(15,483)</b>	<b>(14,135)</b>	<b>(14,172)</b>	<b>(13,990)</b>	<b>(13,409)</b>	<b>(13,270)</b>	<b>(12,930)</b>	<b>(12,533)</b>	<b>(12,289)</b>	<b>(11,621)</b>
<b>REVENUE RECEIVED FOR CAPITAL PURPOSES</b>										
NZTA capital funding	12,668	17,599	21,387	12,597	12,735	13,261	13,647	13,952	14,216	15,093
Ring-fenced housing capital grant and surplus	17,731	15,590	(1,330)	(3,081)	(1,955)	(1,896)	(4,524)	(3,757)	(4,827)	(7,895)
Development contributions	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Bequests, trust and other external funding	2,690	0	50	600	150	507	507	507	507	507
<b>TOTAL REVENUE RECEIVED FOR CAPITAL PURPOSES</b>	<b>35,090</b>	<b>35,190</b>	<b>22,107</b>	<b>12,116</b>	<b>12,930</b>	<b>13,871</b>	<b>11,630</b>	<b>12,702</b>	<b>11,896</b>	<b>9,705</b>
<b>ITEMS FUNDED FROM PRIOR YEAR SURPLUSES</b>										
Economic Development Fund	(3,000)	(3,000)	(1,500)	0	0	0	0	0	0	0
Lyllall Bay operational grant	(350)	0	0	0	0	0	0	0	0	0
<b>TOTAL ITEMS FUNDED FROM PRIOR YEAR SURPLUS</b>	<b>(3,350)</b>	<b>(3,000)</b>	<b>(1,500)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ADDITIONAL ITEMS</b>										
Weathertight Homes funding	6,661	7,226	7,226	7,226	7,226	8,124	8,124	8,124	8,124	8,132
ICT Infrastructure project	(2,880)	(2,730)	305	305	305	305	305	305	305	305
Ocean Exploration Centre	0	0	(6,000)	883	883	883	883	883	883	883
Cable car	0	(2,288)	212	212	212	212	212	212	212	212
Westpac Stadium	0	(4,575)	425	425	425	425	425	425	425	425
Alex Moore Park	(108)	(472)	(190)	110	110	110	110	110	110	110
Odyssey	(1,079)	221	221	221	221	221	220	0	0	0
Reserves purchases and development fund	(39)	(30)	(24)	(11)	(11)	0	0	0	0	0
Unrealised fair value adjustment for loans and receivables	624	637	650	706	680	718	763	814	873	939
Fair value movement on investment property revaluation	3,665	4,324	4,821	7,133	5,482	6,057	6,449	6,865	7,543	8,027
<b>TOTAL ADDITIONAL ITEMS</b>	<b>6,844</b>	<b>2,312</b>	<b>7,647</b>	<b>17,209</b>	<b>15,532</b>	<b>17,055</b>	<b>17,491</b>	<b>17,738</b>	<b>18,475</b>	<b>19,033</b>
<b>BALANCED BUDGET UNDER SECTION 100 OF LGA</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>

2.3 Water					
2.3.1 Water network					
Purpose of measure	Performance measure	2015/16	2016/17	2017/18	2018-25
To measure the quality of water supplied to residents and the services that ensure security of supply	Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 4 bacterial compliance criteria) and (Part 5 protozoal compliance criteria)	100%	100%	100%	100%
	Maintenance of water supply quality gradings from Ministry of Health	Maintain	Maintain	Maintain	Maintain
	Customer satisfaction with water supply	90%	90%	90%	90%
	Number of complaints about: (a) drinking water clarity (b) drinking water taste (c) drinking water odour (d) drinking water continuity of supply (e) responsiveness to drinking water complaints per 1000 connections.	Baseline	n/a	n/a	n/a
	Median response time for:	60min	60min	60min	60min
	(a) attendance for urgent call outs	4 hours	4 hours	4 hours	4 hours
	(b) resolution for urgent call outs	36 hours	36 hours	36 hours	36 hours
	(c) attendance for non-urgent call outs	15 days	15 days	15 days	15 days
	(d) resolution for non-urgent call outs				
	Percentage of real water loss from networked reticulation system	<14%	<14%	<14%	<14%
	Average drinking water consumption/resident/day	375 litres per day	375 litres per day	375 litres per day	375 litres per day
	Number of unplanned supply cuts per 1,000 connections	< 4	< 4	< 4	< 4

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Transport					
<b>Objectives</b>	<p>Increased active mode share</p> <p>Road safety</p> <p>Reliable transport routes</p> <p>Reduced emissions</p>				
<b>Outcome Indicators</b>	<p>Residents' perceptions that peak traffic volumes are acceptable</p> <p>Residents' perceptions that the transport system allows easy access to the city</p> <p>Residents' perceptions of quality and affordability of public transport services</p> <p>Air quality monitoring (i.e. Nitrogen dioxide, carbon monoxide, and particulate matter peaks)</p> <p>Change from previous year in the number of road crashes resulting in fatalities and serious injury.*</p> <p>Social cost of crashes</p> <p>Residents perceptions of transport related safety issues (i.e. Issues of most concern)</p> <p>Number of cyclists and pedestrians entering the Central Business District (weekdays)</p> <p>Residents (%) who agree the transport system allows easy movement around the city - vehicle users and pedestrians</p>				
<b>7.1 Transport</b>					
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					
Purpose of measure	Performance measure	2015/16	2016/17	2017/18	2018-25
To measure the quality and timeliness of the transport infrastructure and service	Residents condition (%) rating of the network - roads and footpaths (good or very good)	R: 75% F: 75%	R: 75% F: 75%	R: 75% F: 75%	R: 75% F: 75%
	Requests for service response rate - urgent (within two hours) and non-urgent (within 15 days)*	Urgent: 100% non-urgent: 100%	Urgent: 100% non-urgent: 100%	Urgent: 100% non-urgent: 100%	Urgent: 100% non-urgent: 100%
	Roads (%) which meet smooth roads standards (average quality of ride on sealed local road network, measured by Smooth Travel Exposure based on NAASRA counts)*	70%	70%	70%	70%

	Footpath (%) condition rating (measured against WCC condition standards)*	97%	97%	97%	97%
	Street lighting (%) for major roads (arterial, principal and collector roads) meets national standards)	100%	100%	100%	100%
	Residents' satisfaction (%) with street lighting in the central city and suburban areas	Central: 85% Suburbs:75%	Central: 85% Suburbs:75%	Central: 85% Suburbs:75%	Central: 85% Suburbs:75%
	Sea wall and retaining wall condition rating - walls (%) rated three or better (one-1 very good, five very bad)	90%	90%	90%	90%
	Percentage of the sealed local road network that is resurfaced*	10%	10%	10%	10%
	<b>*DIA Mandatory measure</b>				
<b>7.2 Parking</b>					
7.2.1 Parking					
Purpose of measure	Performance measure	2015/16	2016/17	2017/18	2018-25
To measure the quality of our parking provision	On-street car park turn-over rates - weekdays and weekends	Week: 6.8 Weekend:5.2	Week: 6.8 Weekend:5.2	Week: 6.8 Weekend:5.2	Week: 6.8 Weekend:5.2
	On-street car park average occupancy	75%	75%	75%	75%
	On-street car park compliance - time restrictions and payment	Time: 95% Payment: 90%	Time: 95% Payment: 90%	Time: 95% Payment: 90%	Time: 95% Payment: 90%
	Residents' perceptions (%) that parking enforcement is fair	Increase from previous year	Increase from previous year	Increase from previous year	Increase from previous year

**FUNDING IMPACT STATEMENT  
FOR WHOLE OF COUNCIL**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	134,936	145,761	10,825		154,377	165,635	179,522	187,286	197,082	206,107	216,280	225,101	229,976
Targeted rates	120,330	125,146	4,816		129,550	136,847	145,097	151,344	159,228	164,548	168,952	178,774	184,994
Subsidies and grants for operating purposes	7,714	6,485	(1,229)		6,684	6,942	6,261	6,386	6,563	6,721	6,881	7,050	7,227
Fees and charges	120,687	122,218	1,531		125,481	128,271	131,033	134,611	136,152	136,665	140,534	143,375	146,617
Interest and dividends from investments	11,044	11,013	(31)		11,013	11,113	10,513	11,513	14,222	17,571	17,515	20,060	21,307
Local authorities fuel tax, fines, infringement fees, and other receipts	9,541	9,255	(286)		9,517	9,679	9,827	9,980	10,149	10,336	10,533	10,741	10,984
<b>Total operating funding (A)</b>	<b>404,252</b>	<b>419,878</b>	<b>15,626</b>		<b>436,622</b>	<b>458,487</b>	<b>482,253</b>	<b>501,120</b>	<b>523,396</b>	<b>541,948</b>	<b>560,695</b>	<b>585,101</b>	<b>601,105</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	269,637	280,484	10,847		285,730	289,293	302,434	312,699	321,050	332,205	342,673	353,308	365,235
Finance costs	23,041	22,961	(80)		26,498	32,365	36,868	38,926	40,453	43,602	47,956	53,549	55,946
Internal charges and overheads applied	-	-	-		-	-	-	-	-	-	-	-	-
Other operating funding applications	28,958	35,850	6,892		44,114	43,112	35,969	38,524	42,084	44,680	45,138	45,652	46,184
<b>Total applications of operating funding (B)</b>	<b>321,636</b>	<b>339,295</b>	<b>17,659</b>		<b>356,342</b>	<b>364,770</b>	<b>375,271</b>	<b>390,149</b>	<b>403,587</b>	<b>420,487</b>	<b>435,767</b>	<b>452,509</b>	<b>467,365</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>82,616</b>	<b>80,583</b>	<b>(2,033)</b>		<b>80,280</b>	<b>93,717</b>	<b>106,982</b>	<b>110,971</b>	<b>119,809</b>	<b>121,461</b>	<b>124,928</b>	<b>132,592</b>	<b>133,740</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	43,375	36,026	(7,349)	1	35,376	21,637	15,186	12,885	13,768	14,154	14,459	14,723	15,600
Development and financial contributions	2,000	2,000	-		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Increase (decrease) in debt	48,402	41,399	(7,003)		75,701	78,186	53,454	12,872	14,843	81,554	30,240	16,899	26,544
Gross proceeds from sales of assets	4,050	2,650	(1,400)	2	7,600	18,350	9,500	2,000	2,000	2,000	2,000	2,000	2,000
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>97,827</b>	<b>82,075</b>	<b>(15,752)</b>		<b>120,677</b>	<b>120,173</b>	<b>80,140</b>	<b>29,757</b>	<b>32,611</b>	<b>99,708</b>	<b>48,699</b>	<b>35,622</b>	<b>46,144</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	2,558	2,597	39		1,909	8,126	2,867	6,363	4,506	9,700	7,298	9,086	3,052
- to improve the level of service	69,965	62,680	(7,285)		89,000	104,294	88,760	48,065	49,497	119,721	70,945	68,371	66,198
- to replace existing assets	79,480	93,169	13,689		81,613	93,876	90,721	83,046	96,143	90,146	94,261	90,092	110,407
Increase (decrease) in reserves	28,440	4,212	(24,228)		28,435	7,594	4,774	3,255	2,274	1,602	1,123	665	227
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>180,443</b>	<b>162,658</b>	<b>(17,785)</b>		<b>200,957</b>	<b>213,890</b>	<b>187,122</b>	<b>140,729</b>	<b>152,420</b>	<b>221,169</b>	<b>173,627</b>	<b>168,214</b>	<b>179,884</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(82,616)</b>	<b>(80,583)</b>	<b>2,033</b>		<b>(80,280)</b>	<b>(93,717)</b>	<b>(106,982)</b>	<b>(110,971)</b>	<b>(119,809)</b>	<b>(121,461)</b>	<b>(124,928)</b>	<b>(132,592)</b>	<b>(133,740)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>(0)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following</b>													
depreciation/amortisation charge	102,165	99,797	1,027		102,250	108,742	114,681	116,963	124,694	128,634	131,158	139,648	143,188

**Notes:**

1. Decrease in crown funding between 14/15 and 15/16 for the Housing upgrade project offset by an increase in NZTA funding between 14/15 and 15/16.
2. \$2m a year assumed for asset sales of surplus to requirement land, plus assumed Waterfront proceeds.

**FUNDING IMPACT STATEMENT**  
**1.1 FOR GOVERNANCE, INFORMATION AND ENGAGEMENT**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	14,214	16,587	2,373		17,417	17,175	18,153	19,299	19,236	19,802	20,686	20,232	20,929
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	565	508	(57)		889	528	539	945	562	575	1,012	603	619
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>14,779</b>	<b>17,095</b>	<b>2,316</b>		<b>18,306</b>	<b>17,703</b>	<b>18,692</b>	<b>20,244</b>	<b>19,798</b>	<b>20,377</b>	<b>21,698</b>	<b>20,835</b>	<b>21,548</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	7,820	9,713	1,893	1	10,758	10,100	10,435	11,548	10,857	11,263	12,492	11,813	12,199
Finance costs	15	16	1		18	21	26	28	30	32	35	41	43
Internal charges and overheads applied	6,570	7,308	738	2	7,481	7,517	8,167	8,613	8,846	9,031	9,122	8,933	9,258
Other operating funding applications	313	10	(303)	3	10	10	10	10	10	10	10	10	10
<b>Total applications of operating funding (B)</b>	<b>14,718</b>	<b>17,047</b>	<b>2,329</b>		<b>18,267</b>	<b>17,648</b>	<b>18,638</b>	<b>20,199</b>	<b>19,743</b>	<b>20,336</b>	<b>21,659</b>	<b>20,797</b>	<b>21,510</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>61</b>	<b>48</b>	<b>(13)</b>		<b>39</b>	<b>55</b>	<b>54</b>	<b>45</b>	<b>55</b>	<b>41</b>	<b>39</b>	<b>38</b>	<b>38</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(61)	(48)	13		77	(55)	(54)	81	(55)	(41)	99	(38)	(38)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(61)</b>	<b>(48)</b>	<b>13</b>		<b>77</b>	<b>(55)</b>	<b>(54)</b>	<b>81</b>	<b>(55)</b>	<b>(41)</b>	<b>99</b>	<b>(38)</b>	<b>(38)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	-	-	-		-	-	-	-	-	-	-	-	-
- to replace existing assets	-	-	-		116	-	-	126	-	-	138	-	-
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>116</b>	<b>-</b>	<b>-</b>	<b>126</b>	<b>-</b>	<b>-</b>	<b>138</b>	<b>-</b>	<b>-</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(61)</b>	<b>(48)</b>	<b>13</b>		<b>(39)</b>	<b>(55)</b>	<b>(54)</b>	<b>(45)</b>	<b>(55)</b>	<b>(41)</b>	<b>(39)</b>	<b>(38)</b>	<b>(38)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	61	48	6		39	55	54	45	55	41	39	38	38

Notes:

- Costs associated with delivery of Governance, Information and Engagement activities have been reclassified out of corporate costs, to better represent total actual spend on these activities.
- Increased personnel costs draws a higher allocation of corporate overheads.
- Funding for the Smart Energy Capital Initiative has been moved to Activity 2.2.

FUNDING IMPACT STATEMENT  
1.2 FOR MAORI AND MANA WHENUA PARTNERSHIPS

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	225	281	56		288	296	304	312	321	330	340	352	365
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	-	-	-		-	-	-	-	-	-	-	-	-
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>225</b>	<b>281</b>	<b>56</b>		<b>288</b>	<b>296</b>	<b>304</b>	<b>312</b>	<b>321</b>	<b>330</b>	<b>340</b>	<b>352</b>	<b>365</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	214	267	53		274	281	289	298	306	316	326	337	350
Finance costs	1	1	-		1	1	1	-	-	-	-	-	-
Internal charges and overheads applied	8	11	3		11	12	12	12	13	13	13	14	14
Other operating funding applications	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of operating funding (B)</b>	<b>223</b>	<b>279</b>	<b>56</b>		<b>286</b>	<b>294</b>	<b>302</b>	<b>310</b>	<b>319</b>	<b>329</b>	<b>339</b>	<b>351</b>	<b>364</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>2</b>	<b>2</b>	<b>-</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(2)	(2)	-		(2)	(2)	(2)	(2)	(2)	(1)	(1)	(1)	(1)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(2)</b>	<b>(2)</b>	<b>-</b>		<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	-	-	-		-	-	-	-	-	-	-	-	-
- to replace existing assets	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(2)</b>	<b>(2)</b>	<b>-</b>		<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	2	2	2		2	2	2	2	2	1	1	1	1

**FUNDING IMPACT STATEMENT**

**2.1 FOR GARDENS, BEACHES AND GREEN OPEN SPACES**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	27,267	30,360	3,093		31,414	32,087	34,069	35,545	36,163	37,067	38,467	39,871	41,217
Targeted rates	632	-	(632)		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	671	699	28		731	764	800	820	843	868	889	910	933
Fees and charges	1,314	1,437	123		1,465	1,494	1,525	1,557	1,591	1,629	1,667	1,708	1,751
Internal charges and overheads recovered	5,101	5,111	10		5,203	5,311	5,418	5,536	5,658	5,791	5,934	6,088	6,251
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>34,985</b>	<b>37,607</b>	<b>2,622</b>		<b>38,813</b>	<b>39,656</b>	<b>41,812</b>	<b>43,458</b>	<b>44,255</b>	<b>45,355</b>	<b>46,957</b>	<b>48,577</b>	<b>50,152</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	17,767	19,285	1,518	1	20,088	20,249	21,168	22,022	22,348	23,086	23,770	24,439	25,270
Finance costs	1,834	1,993	159		2,250	2,716	3,248	3,536	3,767	3,974	4,207	5,008	5,272
Internal charges and overheads applied	11,520	12,781	761	2	12,438	12,635	13,335	13,740	14,015	14,152	14,630	14,871	15,195
Other operating funding applications	100	120	20		121	101	101	102	102	102	103	103	103
<b>Total applications of operating funding (B)</b>	<b>31,221</b>	<b>33,679</b>	<b>2,458</b>		<b>34,897</b>	<b>35,701</b>	<b>37,852</b>	<b>39,400</b>	<b>40,232</b>	<b>41,354</b>	<b>42,800</b>	<b>44,421</b>	<b>45,840</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>3,764</b>	<b>3,928</b>	<b>164</b>		<b>3,916</b>	<b>3,955</b>	<b>3,960</b>	<b>4,058</b>	<b>4,023</b>	<b>4,001</b>	<b>4,157</b>	<b>4,156</b>	<b>4,312</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	620	650	30		-	50	600	150	507	507	507	507	507
Development and financial contributions	183	183	-		183	183	183	183	183	183	183	183	183
Increase (decrease) in debt	(1,562)	(2,129)	(567)		(1,432)	(315)	(1,606)	(1,898)	(1,180)	3,367	(1,963)	(1,795)	(679)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(759)</b>	<b>(1,296)</b>	<b>(537)</b>		<b>(1,249)</b>	<b>(82)</b>	<b>(823)</b>	<b>(1,565)</b>	<b>(490)</b>	<b>4,057</b>	<b>(1,273)</b>	<b>(1,105)</b>	<b>11</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	34	70	36		82	395	37	38	39	4,070	42	43	45
- to improve the level of service	1,180	1,121	(59)		878	1,082	1,238	482	1,026	1,156	962	995	1,031
- to replace existing assets	1,791	1,441	(350)	3	1,707	2,396	1,862	1,973	2,468	2,832	1,880	2,013	3,247
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>3,005</b>	<b>2,632</b>	<b>(373)</b>		<b>2,667</b>	<b>3,873</b>	<b>3,137</b>	<b>2,493</b>	<b>3,533</b>	<b>8,058</b>	<b>2,884</b>	<b>3,051</b>	<b>4,323</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(3,764)</b>	<b>(3,928)</b>	<b>(164)</b>		<b>(3,916)</b>	<b>(3,955)</b>	<b>(3,960)</b>	<b>(4,058)</b>	<b>(4,023)</b>	<b>(4,001)</b>	<b>(4,157)</b>	<b>(4,156)</b>	<b>(4,312)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	4,042	3,928	(414)		3,916	3,955	3,960	4,058	4,023	4,001	4,157	4,156	4,312

**Notes:**

1. After an unsuccessful trial period, Council has agreed to not replace the current public rubbish bin system, which was expected to provide savings of \$500k per annum. Grant funding included for the redevelopment of the Lyall Bay Surf Club which will be funded by use of prior year services, as it was rates funded in 2014/15 \$350k. Costs associated with maintaining public spaces on the waterfront have been moved from Activity 6 from in the 2014/15 Annual Plan. Increased funding included for the maintenance of Pukeahu National War Memorial \$100k.

2. Increased personnel costs draws a higher allocation of corporate overheads

3. Reduced budget in 2015/16 due to the completion in 2014/15 of renovations to the caretaker's house at Otari-Wilton's Bush, and refurbishment of the bathhouse at Greta Point.



FUNDING IMPACT STATEMENT  
2.2 FOR WASTE REDUCTION AND ENERGY CONSERVATION

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	404	764	360		729	499	564	626	658	1,324	974	1,091	1,098
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	12,926	12,876	(50)		13,353	13,599	13,767	14,040	14,405	14,320	15,009	15,366	15,833
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>13,330</b>	<b>13,640</b>	<b>310</b>		<b>14,082</b>	<b>14,098</b>	<b>14,331</b>	<b>14,666</b>	<b>15,063</b>	<b>15,644</b>	<b>15,983</b>	<b>16,457</b>	<b>16,931</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	11,873	12,126	253	1	12,552	12,814	13,158	13,528	13,910	14,408	14,803	15,311	15,847
Finance costs	1,005	877	(128)		774	663	468	442	416	495	482	474	419
Internal charges and overheads applied	(112)	56	168		42	25	107	128	146	134	109	75	62
Other operating funding applications	5	255	250	2	255	105	105	105	105	105	105	105	105
<b>Total applications of operating funding (B)</b>	<b>12,771</b>	<b>13,314</b>	<b>543</b>		<b>13,623</b>	<b>13,607</b>	<b>13,838</b>	<b>14,203</b>	<b>14,577</b>	<b>15,142</b>	<b>15,499</b>	<b>15,965</b>	<b>16,433</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>559</b>	<b>326</b>	<b>(233)</b>		<b>459</b>	<b>491</b>	<b>493</b>	<b>463</b>	<b>486</b>	<b>502</b>	<b>484</b>	<b>492</b>	<b>498</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	217	912	695		773	5,391	7,837	508	444	140	178	193	211
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>217</b>	<b>912</b>	<b>695</b>		<b>773</b>	<b>5,391</b>	<b>7,837</b>	<b>508</b>	<b>444</b>	<b>140</b>	<b>178</b>	<b>193</b>	<b>211</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	67	-	(67)		-	-	-	-	-	-	-	-	-
- to replace existing assets	709	1,238	529	3	1,232	5,882	8,330	971	930	642	662	685	709
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>776</b>	<b>1,238</b>	<b>462</b>		<b>1,232</b>	<b>5,882</b>	<b>8,330</b>	<b>971</b>	<b>930</b>	<b>642</b>	<b>662</b>	<b>685</b>	<b>709</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(559)</b>	<b>(326)</b>	<b>233</b>		<b>(459)</b>	<b>(491)</b>	<b>(493)</b>	<b>(463)</b>	<b>(486)</b>	<b>(502)</b>	<b>(484)</b>	<b>(492)</b>	<b>(498)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	435	326	(383)		459	491	493	463	486	502	484	492	498

Notes:

- Costs have increased within this activity as a result of inflationary and other contractual pressures.
- Funding for the Smart Energy Capital Initiative has moved to this activity from Activity 1.1 to 2.2, and has been extended past the original 3-year funding period.
- Budget increase due to scheduled maintenance.

**FUNDING IMPACT STATEMENT**  
**2.3 FOR WATER**

	2014/15	2015/16	Variance	Notes	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	AP	LTP	to LTP		LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP
	\$000	\$000	\$000		\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	-	-	-		-	-	-	-	-	-	-	-	-
Targeted rates	39,287	38,291	(996)	1	39,932	42,493	45,083	47,666	51,801	54,184	55,653	59,282	61,115
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	33	35	2		35	36	37	38	38	39	40	41	42
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>39,320</b>	<b>38,326</b>	<b>(994)</b>		<b>39,967</b>	<b>42,529</b>	<b>45,120</b>	<b>47,704</b>	<b>51,839</b>	<b>54,223</b>	<b>55,693</b>	<b>59,323</b>	<b>61,157</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	21,547	22,501	954	2	23,971	25,234	27,364	29,729	32,580	34,843	36,086	37,799	39,546
Finance costs	2,104	2,100	(4)		2,310	2,712	3,153	3,329	3,434	3,501	3,654	4,084	4,119
Internal charges and overheads applied	1,522	1,443	(79)		1,386	1,406	1,478	1,513	1,550	1,584	1,615	1,651	1,695
Other operating funding applications	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of operating funding (B)</b>	<b>25,173</b>	<b>26,044</b>	<b>871</b>		<b>27,667</b>	<b>29,352</b>	<b>31,995</b>	<b>34,571</b>	<b>37,564</b>	<b>39,928</b>	<b>41,355</b>	<b>43,534</b>	<b>45,360</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>14,147</b>	<b>12,282</b>	<b>(1,865)</b>		<b>12,300</b>	<b>13,177</b>	<b>13,125</b>	<b>13,133</b>	<b>14,275</b>	<b>14,295</b>	<b>14,338</b>	<b>15,789</b>	<b>15,797</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	671	671	-		671	671	671	671	671	671	671	671	671
Increase (decrease) in debt	(2,523)	3,999	6,522		1,964	1,562	6,523	7,578	4,583	8,585	11,438	3,559	6,422
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(1,852)</b>	<b>4,670</b>	<b>6,522</b>		<b>2,635</b>	<b>2,233</b>	<b>7,194</b>	<b>8,249</b>	<b>5,254</b>	<b>9,256</b>	<b>12,109</b>	<b>4,230</b>	<b>7,093</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	358	563	205		538	639	494	654	620	724	748	636	656
- to improve the level of service	2,833	3,038	205		4,206	5,187	7,271	7,497	7,083	10,835	11,297	6,316	6,527
- to replace existing assets	9,104	13,351	4,247	3	10,191	9,584	12,554	13,231	11,826	11,992	14,402	13,067	15,707
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>12,295</b>	<b>16,952</b>	<b>4,657</b>		<b>14,935</b>	<b>15,410</b>	<b>20,319</b>	<b>21,382</b>	<b>19,529</b>	<b>23,551</b>	<b>26,447</b>	<b>20,019</b>	<b>22,890</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(14,147)</b>	<b>(12,282)</b>	<b>1,865</b>		<b>(12,300)</b>	<b>(13,177)</b>	<b>(13,125)</b>	<b>(13,133)</b>	<b>(14,275)</b>	<b>(14,295)</b>	<b>(14,338)</b>	<b>(15,789)</b>	<b>(15,797)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	14,739	12,282	(69)		12,300	13,177	13,125	13,133	14,275	14,295	14,338	15,789	15,797

Notes:

- Water network costs have reduced resulting in less recovered from water rates.
- Greater Wellington Regional Council bulk water charges have increased 5% from last years budget.
- The variance is a result of the availability and use of improved asset information and asset management systems, these systems have resulted in better informed renewals spend.

FUNDING IMPACT STATEMENT  
2.4 FOR WASTEWATER

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	-	-	-		-	-	-	-	-	-	-	-	-
Targeted rates	36,257	37,425	1,168		38,694	40,857	42,576	44,273	46,693	48,297	50,075	53,404	55,250
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	1,227	1,233	6		1,256	1,281	1,308	1,335	1,364	1,396	1,430	1,464	1,501
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>37,484</b>	<b>38,658</b>	<b>1,174</b>		<b>39,950</b>	<b>42,138</b>	<b>43,884</b>	<b>45,608</b>	<b>48,057</b>	<b>49,693</b>	<b>51,505</b>	<b>54,868</b>	<b>56,751</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	21,070	21,117	47		22,158	23,178	24,322	25,674	26,941	28,403	29,911	31,537	33,211
Finance costs	3,577	3,741	164		4,033	4,372	4,756	4,993	5,076	5,128	5,324	5,740	5,782
Internal charges and overheads applied	3,541	3,525	(16)		3,473	3,533	3,694	3,788	3,885	3,982	4,074	4,178	4,299
Other operating funding applications	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of operating funding (B)</b>	<b>28,188</b>	<b>28,383</b>	<b>195</b>		<b>29,664</b>	<b>31,083</b>	<b>32,772</b>	<b>34,455</b>	<b>35,902</b>	<b>37,513</b>	<b>39,309</b>	<b>41,455</b>	<b>43,292</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>9,296</b>	<b>10,275</b>	<b>979</b>		<b>10,286</b>	<b>11,055</b>	<b>11,112</b>	<b>11,153</b>	<b>12,155</b>	<b>12,180</b>	<b>12,196</b>	<b>13,413</b>	<b>13,459</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	549	549	-		549	549	549	549	549	549	549	549	549
Increase (decrease) in debt	(2,100)	(343)	1,757		491	1,715	137	1,939	(2,015)	(2,243)	(838)	116	11,596
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(1,551)</b>	<b>206</b>	<b>1,757</b>		<b>1,040</b>	<b>2,264</b>	<b>686</b>	<b>2,488</b>	<b>(1,466)</b>	<b>(1,694)</b>	<b>(289)</b>	<b>665</b>	<b>12,145</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	172	223	51		230	319	315	364	314	320	353	395	530
- to improve the level of service	-	-	-		316	1,620	1,744	1,794	152	157	162	167	173
- to replace existing assets	7,573	10,258	2,685	1	10,780	11,380	9,739	11,483	10,223	10,009	11,392	13,516	24,901
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>7,745</b>	<b>10,481</b>	<b>2,736</b>		<b>11,326</b>	<b>13,319</b>	<b>11,798</b>	<b>13,641</b>	<b>10,689</b>	<b>10,486</b>	<b>11,907</b>	<b>14,078</b>	<b>25,604</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(9,296)</b>	<b>(10,275)</b>	<b>(979)</b>		<b>(10,286)</b>	<b>(11,055)</b>	<b>(11,112)</b>	<b>(11,153)</b>	<b>(12,155)</b>	<b>(12,180)</b>	<b>(12,196)</b>	<b>(13,413)</b>	<b>(13,459)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>													
	13,416	13,428	(740)		13,439	14,439	14,496	14,537	15,817	15,818	15,830	17,395	17,441

Notes:

1. The variance is a result of the availability and use of improved asset information and asset management systems, these systems have resulted in better informed renewals spend.

**FUNDING IMPACT STATEMENT**  
**2.5 FOR STORMWATER**

	2014/15	2015/16	Variance	Notes	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	AP	LTP	to LTP		LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP	LTP
	\$000	\$000	\$000		\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	-	-	-		-	-	-	-	-	-	-	-	-
Targeted rates	18,648	17,442	(1,206)		17,902	18,953	19,922	20,581	21,655	22,356	22,883	24,817	25,475
Subsidies and grants for operating purposes	120	136	16		142	148	154	157	160	164	168	172	177
Fees and charges	9	10	1		10	10	10	10	11	11	11	11	12
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>18,777</b>	<b>17,588</b>	<b>(1,189)</b>		<b>18,054</b>	<b>19,111</b>	<b>20,086</b>	<b>20,748</b>	<b>21,826</b>	<b>22,531</b>	<b>23,062</b>	<b>25,000</b>	<b>25,664</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	7,432	7,131	(301)	1	7,303	7,260	7,382	7,629	7,828	8,243	8,329	8,614	8,921
Finance costs	2,875	2,904	29		3,268	3,929	4,684	5,078	5,386	5,654	6,089	7,033	7,147
Internal charges and overheads applied	1,473	1,501	28		1,452	1,470	1,554	1,591	1,629	1,662	1,691	1,723	1,765
Other operating funding applications	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of operating funding (B)</b>	<b>11,780</b>	<b>11,536</b>	<b>(244)</b>		<b>12,023</b>	<b>12,659</b>	<b>13,620</b>	<b>14,298</b>	<b>14,843</b>	<b>15,559</b>	<b>16,109</b>	<b>17,370</b>	<b>18,033</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>6,997</b>	<b>6,052</b>	<b>(945)</b>		<b>6,031</b>	<b>6,452</b>	<b>6,466</b>	<b>6,450</b>	<b>6,983</b>	<b>6,972</b>	<b>6,953</b>	<b>7,630</b>	<b>7,631</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	58	58			58	58	58	58	58	58	58	58	58
Increase (decrease) in debt	(2,801)	(1,654)	1,147		931	1,142	(2,455)	(1,265)	(1,473)	(2,360)	51	(216)	(1,425)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(2,743)</b>	<b>(1,596)</b>	<b>1,147</b>		<b>989</b>	<b>1,200</b>	<b>(2,397)</b>	<b>(1,207)</b>	<b>(1,415)</b>	<b>(2,302)</b>	<b>109</b>	<b>(158)</b>	<b>(1,367)</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	106	161	55		237	243	157	178	194	190	221	230	227
- to improve the level of service	451	1,501	1,050	2	4,550	4,660	2,265	2,461	2,786	2,658	2,847	2,956	3,351
- to replace existing assets	3,697	2,794	(903)	3	2,233	2,749	1,647	2,604	2,588	1,822	3,994	4,286	2,686
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>4,254</b>	<b>4,456</b>	<b>202</b>		<b>7,020</b>	<b>7,652</b>	<b>4,069</b>	<b>5,243</b>	<b>5,568</b>	<b>4,670</b>	<b>7,062</b>	<b>7,472</b>	<b>6,264</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(6,997)</b>	<b>(6,052)</b>	<b>945</b>		<b>(6,031)</b>	<b>(6,452)</b>	<b>(6,466)</b>	<b>(6,450)</b>	<b>(6,983)</b>	<b>(6,972)</b>	<b>(6,953)</b>	<b>(7,630)</b>	<b>(7,631)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	6,997	6,052	(9)		6,031	6,452	6,466	6,450	6,983	6,972	6,953	7,630	7,631

Notes:

1. Decrease due to lower insurance premiums.
2. Planned stormwater upgrade programme brought forward in plan to better reflect the stormwater needs of the community.
3. The variance is a result of the availability and use of improved asset information and asset management systems, these systems have resulted in better informed renewals spend.

**FUNDING IMPACT STATEMENT**  
**2.6 FOR CONSERVATION ATTRACTIONS**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	6,126	6,459	333		6,625	6,899	7,995	8,098	8,160	8,232	8,230	8,277	8,310
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	-	-	-		-	-	-	-	-	-	-	-	-
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>6,126</b>	<b>6,459</b>	<b>333</b>		<b>6,625</b>	<b>6,899</b>	<b>7,995</b>	<b>8,098</b>	<b>8,160</b>	<b>8,232</b>	<b>8,230</b>	<b>8,277</b>	<b>8,310</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	138	214	76		219	225	230	236	241	248	257	264	272
Finance costs	755	748	(7)		804	1,000	1,155	1,174	1,141	1,102	1,092	1,074	1,026
Internal charges and overheads applied	264	286	22		288	289	290	292	293	294	293	292	293
Other operating funding applications	3,632	3,689	57		3,759	9,832	3,914	4,001	4,091	4,195	4,302	4,423	4,549
<b>Total applications of operating funding (B)</b>	<b>4,789</b>	<b>4,937</b>	<b>148</b>		<b>5,070</b>	<b>11,346</b>	<b>5,589</b>	<b>5,703</b>	<b>5,766</b>	<b>5,839</b>	<b>5,944</b>	<b>6,053</b>	<b>6,140</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>1,337</b>	<b>1,522</b>	<b>185</b>		<b>1,555</b>	<b>(4,447)</b>	<b>2,406</b>	<b>2,395</b>	<b>2,394</b>	<b>2,393</b>	<b>2,286</b>	<b>2,224</b>	<b>2,170</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	129	126	(3)		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(672)	(332)	340		(738)	5,290	(1,552)	(1,507)	(1,472)	(1,453)	(1,316)	(1,222)	(1,133)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(543)</b>	<b>(206)</b>	<b>337</b>		<b>(738)</b>	<b>5,290</b>	<b>(1,552)</b>	<b>(1,507)</b>	<b>(1,472)</b>	<b>(1,453)</b>	<b>(1,316)</b>	<b>(1,222)</b>	<b>(1,133)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	516	516	-		-	-	-	-	-	-	-	-	-
- to replace existing assets	278	800	522	1	817	843	854	888	922	940	970	1,002	1,037
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>794</b>	<b>1,316</b>	<b>522</b>		<b>817</b>	<b>843</b>	<b>854</b>	<b>888</b>	<b>922</b>	<b>940</b>	<b>970</b>	<b>1,002</b>	<b>1,037</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(1,337)</b>	<b>(1,522)</b>	<b>(185)</b>		<b>(1,555)</b>	<b>4,447</b>	<b>(2,406)</b>	<b>(2,395)</b>	<b>(2,394)</b>	<b>(2,393)</b>	<b>(2,286)</b>	<b>(2,224)</b>	<b>(2,170)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>	<b>1,337</b>	<b>1,522</b>	<b>206</b>		<b>1,555</b>	<b>1,553</b>	<b>1,523</b>	<b>1,512</b>	<b>1,511</b>	<b>1,510</b>	<b>1,403</b>	<b>1,341</b>	<b>1,287</b>

Notes:

1. Additional funds have been approved to complete the 'Meet the Locals' project as part of the ongoing Wellington Zoo renewals programme.

**FUNDING IMPACT STATEMENT**  
**3.1 FOR CITY PROMOTIONS AND BUSINESS SUPPORT**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	5,207	4,530	(677)		5,024	7,868	11,020	13,378	15,640	19,607	22,904	23,811	24,335
Targeted rates	15,012	15,306	294	1	15,252	16,195	17,906	17,913	17,563	17,789	18,056	18,374	19,448
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	14,035	14,365	330		14,638	14,925	15,241	15,557	16,611	18,333	18,765	19,212	19,690
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>34,254</b>	<b>34,201</b>	<b>(53)</b>		<b>34,914</b>	<b>38,988</b>	<b>44,167</b>	<b>46,848</b>	<b>49,814</b>	<b>55,729</b>	<b>59,725</b>	<b>61,397</b>	<b>63,473</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	26,079	21,483	(4,596)	2	21,861	24,140	27,461	27,975	28,355	29,810	30,682	31,336	33,237
Finance costs	710	736	26		791	856	931	977	1,343	3,445	5,806	6,294	6,216
Internal charges and overheads applied	1,848	939	(909)		949	955	1,036	1,071	1,099	1,117	1,124	1,374	1,401
Other operating funding applications	7,553	12,248	4,695	2	17,048	12,298	12,548	14,715	16,882	19,048	19,048	19,048	19,048
<b>Total applications of operating funding (B)</b>	<b>36,190</b>	<b>35,406</b>	<b>(784)</b>		<b>40,649</b>	<b>38,249</b>	<b>41,976</b>	<b>44,738</b>	<b>47,679</b>	<b>53,420</b>	<b>56,660</b>	<b>58,052</b>	<b>59,902</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>(1,936)</b>	<b>(1,205)</b>	<b>731</b>		<b>(5,735)</b>	<b>739</b>	<b>2,191</b>	<b>2,110</b>	<b>2,135</b>	<b>2,309</b>	<b>3,065</b>	<b>3,345</b>	<b>3,571</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	3,277	3,420	143		7,477	614	(1,730)	(300)	8,100	47,499	7,759	(2,564)	(1,468)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>3,277</b>	<b>3,420</b>	<b>143</b>		<b>7,477</b>	<b>614</b>	<b>(1,730)</b>	<b>(300)</b>	<b>8,100</b>	<b>47,499</b>	<b>7,759</b>	<b>(2,564)</b>	<b>(1,468)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	-	-	-		-	-	-	-	8,330	47,702	8,877	-	-
- to replace existing assets	1,341	2,215	874	3	1,742	1,353	461	1,810	1,905	2,106	1,947	781	2,103
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>1,341</b>	<b>2,215</b>	<b>874</b>		<b>1,742</b>	<b>1,353</b>	<b>461</b>	<b>1,810</b>	<b>10,235</b>	<b>49,808</b>	<b>10,824</b>	<b>781</b>	<b>2,103</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>1,936</b>	<b>1,205</b>	<b>(731)</b>		<b>5,735</b>	<b>(739)</b>	<b>(2,191)</b>	<b>(2,110)</b>	<b>(2,135)</b>	<b>(2,309)</b>	<b>(3,065)</b>	<b>(3,345)</b>	<b>(3,571)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>	<b>1,618</b>	<b>1,795</b>	<b>(746)</b>		<b>1,840</b>	<b>1,814</b>	<b>1,766</b>	<b>1,685</b>	<b>1,710</b>	<b>1,884</b>	<b>2,640</b>	<b>2,920</b>	<b>3,146</b>

**Notes:**

1. An increase in Wellington Venues revenue up from 2014/15.

2. Due to the creation of the Wellington Regional Economic Development Agency expenditure has been reclassified into 'Other operating funding applications' line \$3m. Additional funding has been added to the Events Fund for events such as the Festival of the Arts and Christmas celebrations.

3. Funding for upgrade of the St James Theatre air conditioning system has been included in Year 1 of the Long-term Plan.



**FUNDING IMPACT STATEMENT**  
**4.1 FOR ARTS AND CULTURE ACTIVITIES**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	11,947	13,008	1,061		13,325	13,769	13,788	13,665	13,874	14,145	14,426	14,708	15,066
Targeted rates	5,243	5,148	(95)		5,335	5,474	5,827	5,759	5,793	5,885	5,973	6,068	6,175
Subsidies and grants for operating purposes	430	410	(20)		417	426	435	444	453	464	475	487	499
Fees and charges	583	577	(6)		588	600	613	625	639	654	670	686	703
Internal charges and overheads recovered	72	-	(72)		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>18,275</b>	<b>19,143</b>	<b>868</b>		<b>19,665</b>	<b>20,269</b>	<b>20,663</b>	<b>20,493</b>	<b>20,759</b>	<b>21,148</b>	<b>21,544</b>	<b>21,949</b>	<b>22,443</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	3,510	4,072	562	1	4,162	4,269	4,329	3,889	3,996	4,115	4,242	4,380	4,526
Finance costs	211	276	65		289	574	860	883	864	844	850	834	811
Internal charges and overheads applied	1,049	1,024	(25)		1,057	1,075	1,161	1,215	1,252	1,277	1,281	1,273	1,314
Other operating funding applications	12,680	13,101	421	2	13,440	13,627	13,598	13,818	14,045	14,305	14,571	14,871	15,185
<b>Total applications of operating funding (B)</b>	<b>17,450</b>	<b>18,473</b>	<b>1,023</b>		<b>18,948</b>	<b>19,545</b>	<b>19,948</b>	<b>19,805</b>	<b>20,157</b>	<b>20,541</b>	<b>20,944</b>	<b>21,358</b>	<b>21,836</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>825</b>	<b>670</b>	<b>(155)</b>		<b>717</b>	<b>724</b>	<b>715</b>	<b>688</b>	<b>602</b>	<b>607</b>	<b>600</b>	<b>591</b>	<b>607</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	1,914	1,914		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(798)	(363)	435		(690)	9,311	(564)	(659)	(572)	(576)	(568)	(557)	(572)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(798)</b>	<b>1,551</b>	<b>2,349</b>		<b>(690)</b>	<b>9,311</b>	<b>(564)</b>	<b>(659)</b>	<b>(572)</b>	<b>(576)</b>	<b>(568)</b>	<b>(557)</b>	<b>(572)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	26	2,119	2,093	3	25	10,024	128	24	24	24	24	25	26
- to replace existing assets	1	102	101		2	11	23	5	6	7	8	9	9
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>27</b>	<b>2,221</b>	<b>2,194</b>		<b>27</b>	<b>10,035</b>	<b>151</b>	<b>29</b>	<b>30</b>	<b>31</b>	<b>32</b>	<b>34</b>	<b>35</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(825)</b>	<b>(670)</b>	<b>155</b>		<b>(717)</b>	<b>(724)</b>	<b>(715)</b>	<b>(688)</b>	<b>(602)</b>	<b>(607)</b>	<b>(600)</b>	<b>(591)</b>	<b>(607)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following													
depreciation/amortisation charge	825	670	20		717	724	715	688	602	607	600	591	607

Notes:

1. Grant for \$500k per year for 4 years to fund an exhibition to commemorate the 100th anniversary of each year of World War I at the Museum of Conflict.

2. Inflation adjustments plus grant funding increases to Orchestra Wellington \$80k per year for the first three years of the plan, an additional \$100k per year to the Royal New Zealand Ballet for the next ten years, and an extra \$100k to support local arts projects through the Council's Arts and Culture Fund.

3. Funding for the upgrade of the Museum of Wellington City and Sea \$2m.

**FUNDING IMPACT STATEMENT**  
**5.1 FOR RECREATION PROMOTION AND SUPPORT**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	24,001	25,083	1,082		25,575	25,655	26,566	26,764	27,516	28,189	28,191	28,478	29,191
Targeted rates	1,039	1,088	49		1,214	1,341	1,498	1,871	1,916	2,034	2,067	2,112	2,255
Subsidies and grants for operating purposes	398	200	(198)		204	208	212	217	221	227	232	238	244
Fees and charges	11,483	11,547	64		11,847	12,002	12,352	12,669	12,579	13,024	13,400	13,831	14,248
Internal charges and overheads recovered	1,051	1,116	65		1,136	1,160	1,183	1,209	1,236	1,265	1,296	1,329	1,365
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>37,972</b>	<b>39,034</b>	<b>1,062</b>		<b>39,976</b>	<b>40,366</b>	<b>41,811</b>	<b>42,730</b>	<b>43,468</b>	<b>44,739</b>	<b>45,186</b>	<b>45,988</b>	<b>47,303</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	16,950	17,953	1,003	1	18,456	19,047	19,498	19,890	20,620	21,487	21,824	22,448	23,023
Finance costs	3,725	3,615	(110)		3,795	3,814	3,792	3,853	3,732	3,614	3,616	3,604	3,497
Internal charges and overheads applied	9,411	9,214	(197)		9,293	9,478	10,398	10,596	10,795	10,918	11,183	11,368	11,602
Other operating funding applications	650	663	13		678	694	712	731	751	774	797	824	851
<b>Total applications of operating funding (B)</b>	<b>30,736</b>	<b>31,445</b>	<b>709</b>		<b>32,222</b>	<b>33,033</b>	<b>34,400</b>	<b>35,070</b>	<b>35,898</b>	<b>36,793</b>	<b>37,420</b>	<b>38,244</b>	<b>38,973</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>7,236</b>	<b>7,589</b>	<b>353</b>		<b>7,754</b>	<b>7,333</b>	<b>7,411</b>	<b>7,660</b>	<b>7,570</b>	<b>7,946</b>	<b>7,766</b>	<b>7,744</b>	<b>8,330</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(4,215)	736	4,951		(340)	(1,644)	6,340	(3,989)	(2,437)	(1,957)	(3,606)	(4,271)	(4,373)
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(4,215)</b>	<b>736</b>	<b>4,951</b>		<b>(340)</b>	<b>(1,644)</b>	<b>6,340</b>	<b>(3,989)</b>	<b>(2,437)</b>	<b>(1,957)</b>	<b>(3,606)</b>	<b>(4,271)</b>	<b>(4,373)</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	123	-	(123)		-	-	-	-	-	-	-	-	-
- to improve the level of service	334	1,476	1,142	2	1,651	1,335	5,627	91	93	96	99	103	107
- to replace existing assets	2,564	6,849	4,285	3	5,763	4,354	8,124	3,580	5,040	5,893	4,061	3,370	3,850
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>3,021</b>	<b>8,325</b>	<b>5,304</b>		<b>7,414</b>	<b>5,689</b>	<b>13,751</b>	<b>3,671</b>	<b>5,133</b>	<b>5,989</b>	<b>4,160</b>	<b>3,473</b>	<b>3,957</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(7,236)</b>	<b>(7,589)</b>	<b>(353)</b>		<b>(7,754)</b>	<b>(7,333)</b>	<b>(7,411)</b>	<b>(7,660)</b>	<b>(7,570)</b>	<b>(7,946)</b>	<b>(7,766)</b>	<b>(7,744)</b>	<b>(8,330)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	7,324	7,589	(31)		7,754	7,333	7,411	7,660	7,570	7,946	7,766	7,744	8,330

**Notes:**

- Variance due to inflationary uplift on 2014/15 Annual Plan, plus operational funding for Keith Spry Pool reopening on completion of refurbishment.
- Funding approved for upgrades to the Wellington Regional Aquatic Centre \$627k, a commitment to contribute to the construction of an artificial turf at Karori Park \$350k, plus planning funding for a third synthetic pitch at the National Hockey Stadium \$210k (construction to begin in Year 2 of the 2015-25 Long-term Plan).
- Funding for the refurbishment at the Basin Reserve of the RA Vance Stand \$2m, plus associated Western Precinct development \$1.1m, both scheduled for Year 1 of the 2015-25 Long-term Plan. Also included is planned renewal maintenance of \$450k to the pier at the Evans Bay Marina, and \$350k of additional planned maintenance over 2014/15 Annual Plan budget levels.

FUNDING IMPACT STATEMENT  
5.2 FOR COMMUNITY SUPPORT

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual charges, rates penalties	21,755	22,792	1,037		24,366	26,687	28,199	28,317	29,284	30,163	31,360	31,754	30,406
Targeted rates	4,179	4,250	71		4,519	4,606	4,796	5,099	5,331	5,361	5,457	5,661	5,860
Subsidies and grants for operating purposes	1,296	969	(327)		934	937	-	-	-	-	-	-	-
Fees and charges	22,057	22,869	812	1	23,557	25,428	25,932	26,882	26,976	25,413	26,013	26,641	27,302
Internal charges and overheads recovered	1,287	1,171	(116)		820	600	496	496	579	1,149	1,166	1,181	1,207
Local authorities fuel tax, fines, infringement fees, and other receipts													
	659	586	(73)		551	526	503	483	465	450	436	425	435
<b>Total operating funding (A)</b>	<b>51,233</b>	<b>52,637</b>	<b>1,404</b>		<b>54,747</b>	<b>58,784</b>	<b>59,926</b>	<b>61,277</b>	<b>62,635</b>	<b>62,536</b>	<b>64,432</b>	<b>65,662</b>	<b>65,210</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	26,166	26,470	304	2	26,304	26,914	27,356	28,101	28,961	30,350	31,203	32,502	33,427
Finance costs	(725)	(1,632)	(907)	3	(1,561)	(1,083)	(1,133)	(1,458)	(1,807)	(2,074)	(2,299)	(1,608)	(102)
Internal charges and overheads applied	10,410	11,542	1,132		11,968	12,392	13,375	13,840	14,268	14,583	14,542	13,748	14,094
Other operating funding applications	3,160	4,084	924	4	4,376	4,766	4,151	4,210	4,263	4,364	4,363	4,425	4,488
<b>Total applications of operating funding (B)</b>	<b>39,011</b>	<b>40,464</b>	<b>1,453</b>		<b>41,087</b>	<b>42,989</b>	<b>43,749</b>	<b>44,693</b>	<b>45,645</b>	<b>47,163</b>	<b>47,809</b>	<b>49,067</b>	<b>51,907</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>12,222</b>	<b>12,173</b>	<b>(49)</b>		<b>13,660</b>	<b>15,795</b>	<b>16,177</b>	<b>16,584</b>	<b>16,950</b>	<b>15,373</b>	<b>16,623</b>	<b>16,595</b>	<b>13,303</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	32,036	20,668	(11,368)		17,777	200	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(5,050)	(3,771)	1,288		18,931	5,025	(2,003)	(7,637)	(8,681)	(4,016)	(6,730)	14,501	22,636
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>26,977</b>	<b>16,897</b>	<b>(10,080)</b>		<b>36,708</b>	<b>5,225</b>	<b>(2,003)</b>	<b>(7,637)</b>	<b>(8,681)</b>	<b>(4,016)</b>	<b>(6,730)</b>	<b>14,501</b>	<b>22,636</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	-	-	-		822	1,270	-	-	-	-	-	-	-
- to improve the level of service	32,284	26,139	(6,145)	5	25,050	9,802	4,738	1,996	1,340	2,615	4,189	25,204	29,793
- to replace existing assets	6,915	8,763	1,848	6	6,719	9,748	9,436	6,951	6,929	8,742	5,704	5,802	6,146
Increase (decrease) in reserves	-	(5,832)	(5,832)		17,777	200	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>39,199</b>	<b>29,070</b>	<b>(10,129)</b>		<b>50,368</b>	<b>21,020</b>	<b>14,174</b>	<b>8,947</b>	<b>8,269</b>	<b>11,357</b>	<b>9,893</b>	<b>31,096</b>	<b>35,939</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(12,222)</b>	<b>(12,173)</b>	<b>49</b>		<b>(13,660)</b>	<b>(15,795)</b>	<b>(16,177)</b>	<b>(16,584)</b>	<b>(16,950)</b>	<b>(15,373)</b>	<b>(16,623)</b>	<b>(16,595)</b>	<b>(13,303)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>	<b>15,730</b>	<b>15,318</b>	<b>2,556</b>		<b>16,409</b>	<b>17,594</b>	<b>19,218</b>	<b>18,489</b>	<b>18,786</b>	<b>19,827</b>	<b>20,300</b>	<b>21,332</b>	<b>21,098</b>

Notes:

- Increase in budgeted revenue due to change in City Housing income assumption after revision of rental income model.
- Cost increases due to inflationary pressures.
- Rephasing of capital expenditure projects out of Year 1 of the 2015-25 Long-term Plan has reduced the interest cost.
- Social and Recreation grants have increased over 2014/15 Annual Plan - additional funding for planning for the Alex Moore Park "Sportsville" concept \$120k plus additional funding for other community projects; homelessness \$60k, community centres \$100k.
- Funding for City Housing projects has been rephased as the housing upgrade programme progresses.
- City Housing projects rephased into years 1 & 2 of 2015-25 Long-term Plan. Library computer system renewal project scheduled for Year 1 2015-25 Long-term Plan \$2.6m, offset by City Housing renewal savings of \$700k.

**FUNDING IMPACT STATEMENT**  
**5.3 FOR PUBLIC HEALTH AND SAFETY**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	8,266	9,540	1,274		9,674	10,045	10,697	11,201	11,506	11,742	12,201	12,484	13,032
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	25	25	-		25	26	27	27	28	28	29	30	30
Fees and charges	3,962	3,993	31		4,109	4,189	4,236	4,324	4,404	4,507	4,615	4,726	4,845
Internal charges and overheads recovered	676	664	(12)		676	690	704	719	735	753	771	791	812
Local authorities fuel tax, fines, infringement fees, and other receipts	52	39	(13)		39	40	41	42	43	44	45	46	47
<b>Total operating funding (A)</b>	<b>12,981</b>	<b>14,261</b>	<b>1,280</b>		<b>14,523</b>	<b>14,990</b>	<b>15,705</b>	<b>16,313</b>	<b>16,716</b>	<b>17,074</b>	<b>17,661</b>	<b>18,077</b>	<b>18,766</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	8,284	9,012	728	1	9,098	9,438	9,651	10,030	10,265	10,467	10,804	11,150	11,571
Finance costs	76	91	15		100	118	138	147	152	156	166	188	193
Internal charges and overheads applied	3,980	4,386	406	2	4,479	4,528	4,882	5,049	5,178	5,240	5,371	5,414	5,564
Other operating funding applications	129	129	-		130	131	131	132	133	134	135	137	138
<b>Total applications of operating funding (B)</b>	<b>12,469</b>	<b>13,618</b>	<b>1,149</b>		<b>13,807</b>	<b>14,215</b>	<b>14,802</b>	<b>15,358</b>	<b>15,728</b>	<b>15,997</b>	<b>16,476</b>	<b>16,889</b>	<b>17,466</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>512</b>	<b>643</b>	<b>131</b>		<b>716</b>	<b>775</b>	<b>903</b>	<b>955</b>	<b>988</b>	<b>1,077</b>	<b>1,185</b>	<b>1,188</b>	<b>1,300</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	798	1,028	230		964	1,346	495	701	750	1,974	(12)	116	212
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>798</b>	<b>1,028</b>	<b>230</b>		<b>964</b>	<b>1,346</b>	<b>495</b>	<b>701</b>	<b>750</b>	<b>1,974</b>	<b>(12)</b>	<b>116</b>	<b>212</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	206	110	(96)		489	253	47	175	158	893	262	271	281
- to replace existing assets	1,104	1,561	457	3	1,191	1,868	1,351	1,481	1,580	2,158	911	1,033	1,231
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>1,310</b>	<b>1,671</b>	<b>361</b>		<b>1,680</b>	<b>2,121</b>	<b>1,398</b>	<b>1,656</b>	<b>1,738</b>	<b>3,051</b>	<b>1,173</b>	<b>1,304</b>	<b>1,512</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(512)</b>	<b>(643)</b>	<b>(131)</b>		<b>(716)</b>	<b>(775)</b>	<b>(903)</b>	<b>(955)</b>	<b>(988)</b>	<b>(1,077)</b>	<b>(1,185)</b>	<b>(1,188)</b>	<b>(1,300)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	527	643	(116)		716	775	903	955	988	1,077	1,185	1,188	1,300

**Notes:**

1. Additional funding over 2014/15 Annual Plan required to counter inflationary pressures on staff costs, plus additional funding for Safe City programme.
2. Increased personnel costs draws a higher allocation of corporate overheads.
3. Planned renewals funding for a new cremator to replace the existing plant at Karori Cemetery.

FUNDING IMPACT STATEMENT  
6.1 FOR URBAN PLANNING, HERITAGE AND PUBLIC SPACES DEVELOPMENT

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	7,098	6,896	(202)		7,343	6,937	6,584	6,478	6,580	6,717	6,833	6,959	7,141
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	3,922	20	(3,902)	1	20	21	21	22	22	23	23	24	24
Internal charges and overheads recovered	310	-	(310)		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>11,330</b>	<b>6,916</b>	<b>(4,414)</b>		<b>7,363</b>	<b>6,958</b>	<b>6,605</b>	<b>6,500</b>	<b>6,602</b>	<b>6,740</b>	<b>6,856</b>	<b>6,983</b>	<b>7,165</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	7,775	2,857	(4,918)	2	2,639	2,438	2,499	2,289	2,292	2,356	2,425	2,501	2,582
Finance costs	573	15	(558)		17	20	24	26	28	30	33	38	40
Internal charges and overheads applied	3,040	3,233	193		3,396	3,439	3,621	3,725	3,822	3,897	3,948	3,994	4,093
Other operating funding applications	490	800	310	3	1,300	1,050	450	450	450	450	450	450	450
<b>Total applications of operating funding (B)</b>	<b>11,878</b>	<b>6,905</b>	<b>(4,973)</b>		<b>7,352</b>	<b>6,947</b>	<b>6,594</b>	<b>6,490</b>	<b>6,592</b>	<b>6,733</b>	<b>6,856</b>	<b>6,983</b>	<b>7,165</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>(548)</b>	<b>11</b>	<b>559</b>		<b>11</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	3,194	7,607	4,413		6,949	1,850	16,272	13,209	14,984	33,872	24,355	13,774	1,427
Gross proceeds from sales of assets	2,050	650	(1,400)		2,600	3,250	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>5,244</b>	<b>8,257</b>	<b>3,013</b>		<b>9,549</b>	<b>5,100</b>	<b>16,272</b>	<b>13,209</b>	<b>14,984</b>	<b>33,872</b>	<b>24,355</b>	<b>13,774</b>	<b>1,427</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	1,429	5,702	4,273	4	8,581	3,424	15,932	12,360	11,674	33,673	23,821	13,491	1,128
- to replace existing assets	3,267	2,566	(701)		979	1,687	351	859	3,320	206	534	283	299
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>4,696</b>	<b>8,268</b>	<b>3,572</b>		<b>9,560</b>	<b>5,111</b>	<b>16,283</b>	<b>13,219</b>	<b>14,994</b>	<b>33,879</b>	<b>24,355</b>	<b>13,774</b>	<b>1,427</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>548</b>	<b>(11)</b>	<b>(559)</b>		<b>(11)</b>	<b>(11)</b>	<b>(11)</b>	<b>(10)</b>	<b>(10)</b>	<b>(7)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	4,305	11	4,304		11	11	11	10	10	7	-	-	-

Notes:

- Income reduced after Waterfront parking services project moved to Activity 7.2 - Parking Services \$1.25m, Waterfront commercial property services has moved to Activity 10.1.
- Waterfront Property Services costs have been moved into Activity 10.1 with other Council property management services.
- Additional grant funding for Built Heritage Incentive Fund has been added to the first three years of the 2015-25 Long-term Plan Year 1 \$560k and \$600k for Years 2 and 3.
- Funding for developing Frank Kitts Park and the Chinese Garden have been moved into Activity 6.1 from Activity 10.1.

**FUNDING IMPACT STATEMENT**  
**6.2 FOR BUILDING AND DEVELOPMENT CONTROL**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	7,319	9,449	2,130		9,538	9,893	10,736	11,139	11,340	11,566	11,621	11,604	12,011
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	12,655	12,027	(628)	1	12,159	11,908	12,160	12,412	12,687	12,985	13,294	13,615	13,959
Internal charges and overheads recovered	224	224	-		228	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	24	24	-		24	25	25	26	27	27	28	29	29
<b>Total operating funding (A)</b>	<b>20,222</b>	<b>21,724</b>	<b>1,502</b>		<b>21,949</b>	<b>21,826</b>	<b>22,921</b>	<b>23,577</b>	<b>24,054</b>	<b>24,578</b>	<b>24,943</b>	<b>25,248</b>	<b>25,999</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	12,991	12,655	(336)	2	12,700	12,538	12,808	13,100	13,292	13,625	13,979	14,363	14,771
Finance costs	-	3	3		3	2	1	-	-	-	-	-	-
Internal charges and overheads applied	6,971	8,761	1,790	3	8,939	8,979	9,820	10,295	10,616	10,811	10,821	10,740	11,082
Other operating funding applications	135	135	-		136	137	138	139	141	143	143	145	146
<b>Total applications of operating funding (B)</b>	<b>20,097</b>	<b>21,554</b>	<b>1,457</b>		<b>21,778</b>	<b>21,656</b>	<b>22,767</b>	<b>23,534</b>	<b>24,049</b>	<b>24,578</b>	<b>24,943</b>	<b>25,248</b>	<b>25,999</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>125</b>	<b>170</b>	<b>45</b>		<b>171</b>	<b>170</b>	<b>154</b>	<b>43</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	17,526	5,770	(11,756)		6,331	25,938	24,429	5,125	273	304	294	284	254
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>17,526</b>	<b>5,770</b>	<b>(11,756)</b>		<b>6,331</b>	<b>25,938</b>	<b>24,429</b>	<b>5,125</b>	<b>273</b>	<b>304</b>	<b>294</b>	<b>284</b>	<b>254</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	17,651	5,940	(11,711)	4	6,502	26,108	24,583	5,168	278	304	294	284	254
- to replace existing assets	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>17,651</b>	<b>5,940</b>	<b>(11,711)</b>		<b>6,502</b>	<b>26,108</b>	<b>24,583</b>	<b>5,168</b>	<b>278</b>	<b>304</b>	<b>294</b>	<b>284</b>	<b>254</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(125)</b>	<b>(170)</b>	<b>(45)</b>		<b>(171)</b>	<b>(170)</b>	<b>(154)</b>	<b>(43)</b>	<b>(5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	125	170	101		171	170	154	43	5	-	-	-	-

**Notes:**

1. Building Compliance and Consents income from providing consent and compliance services to Christchurch City Council reforecasted down from previously projected levels.
2. Budgeted expenditure on external contractors has been reduced from the 2014/15 Annual Plan.
3. Increase in information technology costs over 2014/15 Annual Plan as a result of improved asset information tracking \$950k plus other increases in operational overheads.
4. After a Council review earthquake strengthening projects have been merged into a wider programme of renewal and upgrade of the Civic Precinct. Town Hall earthquake strengthening project has been forecast to recommence in 2016/17 and be completed by 2019/20.



**FUNDING IMPACT STATEMENT**  
**7.1 FOR TRANSPORT**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	29,503	26,485	(3,018)		26,826	30,121	31,176	32,445	36,194	37,597	39,380	45,394	46,898
Targeted rates	33	6,196	6,163		6,702	6,928	7,489	8,182	8,476	8,642	8,788	9,056	9,416
Subsidies and grants for operating purposes	4,774	4,046	(728)	1	4,231	4,433	4,633	4,721	4,858	4,970	5,088	5,213	5,344
Fees and charges	2,100	2,042	(58)		2,080	2,121	2,166	2,211	2,260	2,313	2,368	2,425	2,487
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total operating funding (A)</b>	<b>36,410</b>	<b>38,769</b>	<b>2,359</b>		<b>39,839</b>	<b>43,603</b>	<b>45,464</b>	<b>47,559</b>	<b>51,788</b>	<b>53,522</b>	<b>55,624</b>	<b>62,088</b>	<b>64,145</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	12,530	12,189	(341)	2	11,919	12,254	12,010	12,369	12,864	13,289	13,778	14,311	14,875
Finance costs	4,774	5,169	395		5,771	6,854	8,020	8,651	9,092	9,468	10,082	11,432	11,715
Internal charges and overheads applied	5,785	6,093	308		6,260	6,317	6,687	6,896	7,065	7,213	7,316	7,434	7,629
Other operating funding applications	10	515	505	3	2,760	260	10	10	10	10	10	10	10
<b>Total applications of operating funding (B)</b>	<b>23,099</b>	<b>23,966</b>	<b>867</b>		<b>26,710</b>	<b>25,685</b>	<b>26,727</b>	<b>27,926</b>	<b>29,031</b>	<b>29,980</b>	<b>31,186</b>	<b>33,187</b>	<b>34,229</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>13,311</b>	<b>14,803</b>	<b>1,492</b>		<b>13,129</b>	<b>17,918</b>	<b>18,737</b>	<b>19,633</b>	<b>22,757</b>	<b>23,542</b>	<b>24,438</b>	<b>28,901</b>	<b>29,916</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	10,590	12,668	2,078		17,599	21,387	12,597	12,735	11,261	13,647	13,952	14,216	15,093
Development and financial contributions	539	539	-		539	539	539	539	539	539	539	539	539
Increase (decrease) in debt	13,272	10,563	(2,709)		9,557	13,184	11,284	10,130	15,709	8,480	16,665	9,700	9,306
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>24,401</b>	<b>23,770</b>	<b>(631)</b>		<b>27,695</b>	<b>35,110</b>	<b>24,420</b>	<b>23,404</b>	<b>29,509</b>	<b>22,666</b>	<b>31,156</b>	<b>24,455</b>	<b>24,938</b>
<b>Applications of capital funding</b>													
Capital expenditure													
- to meet additional demand	1,765	1,580	(185)		-	5,260	1,864	5,129	3,339	4,396	5,934	7,782	1,594
- to improve the level of service	10,968	11,199	231		19,952	24,572	17,867	14,042	14,304	15,386	15,946	16,318	21,206
- to replace existing assets	24,979	25,794	815	4	20,872	23,196	23,426	23,866	34,623	26,426	33,714	29,256	32,054
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>37,712</b>	<b>38,573</b>	<b>861</b>		<b>40,824</b>	<b>53,028</b>	<b>43,157</b>	<b>43,037</b>	<b>52,266</b>	<b>46,208</b>	<b>55,594</b>	<b>53,356</b>	<b>54,854</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(13,311)</b>	<b>(14,803)</b>	<b>(1,492)</b>		<b>(13,129)</b>	<b>(17,918)</b>	<b>(18,737)</b>	<b>(19,633)</b>	<b>(22,757)</b>	<b>(23,542)</b>	<b>(24,438)</b>	<b>(28,901)</b>	<b>(29,916)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expenses for this activity grouping include the following depreciation/amortisation charge	22,285	22,646	(654)		23,012	25,292	26,204	26,987	30,088	30,937	31,912	36,334	37,333

Notes:

- Reduction in income due to change in NZTA funding allocation rules.
- Variance due to savings found in insurance and street lighting areas.
- Funding for cycleways planning \$250k, new transport initiatives; one month trials for a) \$180k for capped weekend bus fares during December 2015 b) \$75k to reduce off-peak student bus fares by 25%, . Also included is increased funding for cycleways planning \$250k.
- The variance is a result of the availability and use of improved asset information and asset management systems, these systems have resulted in better informed renewals spend.

**FUNDING IMPACT STATEMENT**  
**7.2 FOR PARKING**

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	(14,086)	(14,051)	35		(15,056)	(15,442)	(15,501)	(15,514)	(15,514)	(15,570)	(15,563)	(15,499)	(15,455)
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	18,316	19,899	1,583	1	20,561	21,023	21,544	21,914	22,400	22,926	23,472	24,039	24,646
Internal charges and overheads recovered	-	-	-		-	-	-	-	-	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	-	-	-		-	-	-	-	-	-	-	-	-
	7,706	7,556	(150)		7,853	8,038	8,208	8,379	8,564	8,765	8,974	9,191	9,423
<b>Total operating funding (A)</b>	<b>11,936</b>	<b>13,404</b>	<b>1,468</b>		<b>13,358</b>	<b>13,619</b>	<b>14,251</b>	<b>14,779</b>	<b>15,450</b>	<b>16,121</b>	<b>16,883</b>	<b>17,731</b>	<b>18,614</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	9,850	10,346	496	2	10,589	10,776	11,066	11,344	11,649	11,997	12,357	12,778	13,203
Finance costs	17	479	462		581	770	865	953	1,223	1,505	1,798	2,090	2,383
Internal charges and overheads applied	1,593	1,987	394		2,003	2,013	2,244	2,326	2,394	2,435	2,442	2,443	2,500
Other operating funding applications	1	1	-		1	1	1	1	1	1	1	1	1
<b>Total applications of operating funding (B)</b>	<b>11,461</b>	<b>12,813</b>	<b>1,352</b>		<b>13,174</b>	<b>13,560</b>	<b>14,176</b>	<b>14,624</b>	<b>15,267</b>	<b>15,938</b>	<b>16,598</b>	<b>17,312</b>	<b>18,087</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>475</b>	<b>591</b>	<b>116</b>		<b>184</b>	<b>59</b>	<b>75</b>	<b>155</b>	<b>183</b>	<b>183</b>	<b>285</b>	<b>419</b>	<b>527</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(295)	858	1,153		312	239	904	23	(71)	1,084	1,022	935	875
Gross proceeds from sales of assets	-	-	-		-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>(295)</b>	<b>858</b>	<b>1,153</b>		<b>312</b>	<b>239</b>	<b>904</b>	<b>23</b>	<b>(71)</b>	<b>1,084</b>	<b>1,022</b>	<b>935</b>	<b>875</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	30	1,449	1,419	3	496	114	117	120	112	128	132	137	142
- to replace existing assets	150	-	(150)		-	184	862	58	-	1,139	1,175	1,217	1,260
Increase (decrease) in reserves	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>180</b>	<b>1,449</b>	<b>1,269</b>		<b>496</b>	<b>298</b>	<b>979</b>	<b>178</b>	<b>112</b>	<b>1,267</b>	<b>1,307</b>	<b>1,354</b>	<b>1,402</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(475)</b>	<b>(591)</b>	<b>(116)</b>		<b>(184)</b>	<b>(59)</b>	<b>(75)</b>	<b>(155)</b>	<b>(183)</b>	<b>(183)</b>	<b>(285)</b>	<b>(419)</b>	<b>(527)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>	<b>475</b>	<b>591</b>	<b>40</b>		<b>184</b>	<b>59</b>	<b>75</b>	<b>155</b>	<b>183</b>	<b>183</b>	<b>285</b>	<b>419</b>	<b>527</b>

Notes:

1. To improve service delivery, the city's parking warden function was brought in-house during the 2014/15 Annual Plan. The business unit is working to improve the performance and efficiency of this service.
2. Funding for Waterfront parking services moved from Activity 6.1 coupled with additional operational funding required to implement and operate the parking sensor service.
3. After a trial period, funding has been approved to install parking sensors across the city.

**FUNDING IMPACT STATEMENT**  
10.1 ORGANISATIONAL

	2014/15 AP \$000	2015/16 LTP \$000	Variance to LTP \$000	Notes	2016/17 LTP \$000	2017/18 LTP \$000	2018/19 LTP \$000	2019/20 LTP \$000	2020/21 LTP \$000	2021/22 LTP \$000	2022/23 LTP \$000	2023/24 LTP \$000	2024/25 LTP \$000
<b>Sources of operating funding</b>													
General rates, uniform annual general charges, rates penalties	(14,310)	(12,422)	1,888		(8,711)	(6,854)	(4,828)	(4,467)	(3,876)	(4,804)	(3,770)	(4,415)	(4,568)
Targeted rates	-	-	-		-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	-		-	-	-	-	-	-	-	-	-
Fees and charges	26,544	29,793	3,249	1	29,927	30,219	30,095	31,583	33,825	36,088	36,260	39,043	40,262
Internal charges and overheads recovered	35,734	34,577	(1,157)		33,786	34,130	34,675	35,297	36,062	36,862	37,774	38,749	39,811
Local authorities fuel tax, fines, infringement fees, and other receipts	1,100	1,050	(50)		1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050
<b>Total operating funding (A)</b>	<b>49,068</b>	<b>52,998</b>	<b>3,930</b>		<b>56,052</b>	<b>58,545</b>	<b>60,992</b>	<b>63,463</b>	<b>67,061</b>	<b>69,196</b>	<b>71,314</b>	<b>74,427</b>	<b>76,555</b>
<b>Applications of operating funding</b>													
Payments to staff and suppliers	57,639	71,094	13,455	2	70,677	68,138	71,407	73,048	73,746	73,899	75,404	77,427	78,404
Finance costs	1,514	1,829	315		3,254	5,026	5,879	6,314	6,576	6,728	6,921	7,223	7,185
Internal charges and overheads applied	(24,418)	(30,727)	(6,309)		(33,066)	(34,172)	(39,385)	(41,433)	(42,596)	(42,563)	(42,624)	(41,387)	(42,414)
Other operating funding applications	100	100	-		100	100	100	100	1,100	1,100	1,100	1,100	1,100
<b>Total applications of operating funding (B)</b>	<b>34,835</b>	<b>42,296</b>	<b>7,461</b>		<b>40,965</b>	<b>39,092</b>	<b>38,001</b>	<b>38,029</b>	<b>38,826</b>	<b>39,164</b>	<b>40,801</b>	<b>44,363</b>	<b>44,275</b>
<b>Surplus (deficit) of operating funding (A - B)</b>	<b>14,233</b>	<b>10,702</b>	<b>(3,531)</b>		<b>15,087</b>	<b>19,453</b>	<b>22,991</b>	<b>25,434</b>	<b>28,235</b>	<b>30,032</b>	<b>30,513</b>	<b>30,064</b>	<b>32,280</b>
<b>Sources of capital funding</b>													
Subsidies and grants for capital expenditure	-	-	-		-	-	1,989	-	-	-	-	-	-
Development and financial contributions	-	-	-		-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	30,206	15,148	(15,058)		24,146	7,595	(10,801)	(9,165)	(12,042)	(11,104)	(16,587)	(15,615)	(16,706)
Gross proceeds from sales of assets	2,000	2,000	-		5,000	15,100	9,500	2,000	2,000	2,000	2,000	2,000	2,000
Lump sum contributions	-	-	-		-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total sources of capital funding (C)</b>	<b>32,206</b>	<b>17,148</b>	<b>(15,058)</b>		<b>29,146</b>	<b>22,695</b>	<b>688</b>	<b>(7,165)</b>	<b>(10,042)</b>	<b>(9,104)</b>	<b>(14,587)</b>	<b>(13,615)</b>	<b>(14,706)</b>
<b>Applications of capital funding</b>													
Capital expenditure	-	-	-		-	-	-	-	-	-	-	-	-
- to meet additional demand	-	-	-		-	-	-	-	-	-	-	-	-
- to improve the level of service	1,990	2,370	380	3	16,304	16,113	7,203	1,855	2,137	4,094	2,034	2,104	2,179
- to replace existing assets	16,007	15,437	(570)	4	17,269	18,641	11,701	13,160	13,783	15,232	12,769	13,682	15,168
Increase (decrease) in reserves	28,442	10,043	(18,399)		10,660	7,394	4,775	3,254	2,273	1,602	1,124	663	227
Increase (decrease) in investments	-	-	-		-	-	-	-	-	-	-	-	-
<b>Total applications of capital funding (D)</b>	<b>46,439</b>	<b>27,850</b>	<b>(18,589)</b>		<b>44,233</b>	<b>42,148</b>	<b>23,679</b>	<b>18,269</b>	<b>18,193</b>	<b>20,928</b>	<b>15,926</b>	<b>16,449</b>	<b>17,574</b>
<b>Surplus (deficit) of capital funding (C - D)</b>	<b>(14,233)</b>	<b>(10,702)</b>	<b>3,531</b>		<b>(15,087)</b>	<b>(19,453)</b>	<b>(22,991)</b>	<b>(25,434)</b>	<b>(28,235)</b>	<b>(30,032)</b>	<b>(30,513)</b>	<b>(30,064)</b>	<b>(32,280)</b>
<b>Funding balance ((A - B) + (C - D))</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Expenses for this activity grouping include the following depreciation/amortisation charge</b>	<b>7,921</b>	<b>12,776</b>	<b>7,486</b>		<b>13,696</b>	<b>14,846</b>	<b>18,106</b>	<b>20,091</b>	<b>21,599</b>	<b>23,027</b>	<b>23,265</b>	<b>22,275</b>	<b>23,842</b>

**Notes:**

- Wellington Waterfront operations have been brought in-house from Year 1 of the 2015-25 Long-term Plan with revenues of approximately \$3m per annum.
- Increase due to Wellington Waterfront operations movement from Activity 6.1 to Activity 10.1 \$3.3m, funding Council self-insurance of \$1.5m for each year of the 2015-25 Long-term Plan, funding information technology programmes including a contribution to the regional shared services platform \$3.4m. Costs associated with the earthquake strengthening and refurbishment of the civic campus including building maintenance and renting alternate accommodation for Council employees \$1.65m. Internal funding has increased for managing infrastructure projects \$1m, and training budgets across Council have been centralised into this activity \$750k.
- Funding increased for civic campus resilience and efficiency improvements over 2014/15 Annual Plan.
- Budget reduced due to focus of work on civic campus buildings changing from renewal of facilities to building resilience upgrades.

Wellington City Council

# Cycling Framework 2015



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

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## Introduction

### We're building a cycling network because smart cities cycle

Wellington's transport network plays an important role in the region's economy – helping people to connect with each other and bringing goods to market. An efficient transport network is also important for health and wellbeing and for the environment. Investing in cycling makes good economic and environmental sense. Cycling is a cheap and healthy transport choice and it helps to reduce traffic congestion. Being able to get around by bike makes our city a more attractive place to live, work and visit.

#### **Liveable city**

Giving people better transport choices makes Wellington a more liveable city – keeping the people who already live here happy, and attracting more people. Bringing more people into our city grows our economy.

#### **Economic activity**

Cycleways make it easier to make short trips to local shops. Following the installation of cycleways in San Francisco, 60 percent of retailers reported seeing more residents shopping locally and 40 percent experienced an increase in sales as a result.<sup>1</sup>

#### **Efficient transport network**

Making cycling a real transport choice means our roads run more efficiently for all users. In New York, the introduction of cycleways also saw car and taxi journey times stabilise and decrease<sup>2</sup>.

#### **Wellbeing**

Choosing active transport makes it easier to include exercise as a part of your daily routine. The Ministry of Health recommends 30 minutes a day to increase your quality of life and your sense of wellbeing.

#### **Safety**

International research clearly shows a significantly lower risk of injuries for all road users when cycleways are installed. In New York City, protected bike lanes have reduced injury risk for road users by 40 percent.

### We're building cycle lanes for you, your family, and your friends.

In a recent survey, 76 percent of Wellingtonians told us they would like to bike but do not feel safe doing so on busy roads<sup>3</sup>. We are creating a new network of routes for people who want to bike at their own pace, in their everyday clothes, and away from most traffic. We want to change how people view cycling and encourage more women, children, and older people to bike.

We're planning our network around motivating people to get out and have a go so they can become more confident riders who can start biking recreationally, casually, and eventually to and from work and school.

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<sup>1</sup> Mission District of San Francisco  
*Economic Effects of Traffic Calming on Urban Small Businesses*  
E. Drennen 2003

<sup>2</sup> New York City Department of Transport Protected Bike Lane Analysis

<sup>3</sup> Cycling Demand Analysis 2014





\* We estimate there is a group of riders who could be considered as vulnerable including the elderly, people with disabilities, and young people (who were not included in the Cycling Demand Analysis).

Cycleways make it easier for everyone to share the road by ensuring there's enough space given to people on bikes, on foot, or in cars or public transport.

## We're looking at the best way to implement our cycling network.

We're investigating the best way to move forward, from what type of cycleway goes where to which cycleway will be built first.

The **cycling framework** outlines how decisions about the implementation of a cycling network will be made (what, where, when, how).

The **cycling network plan** will be developed based on the framework and will show where cycling lanes and infrastructure will be provided over the next 10 years. It will demonstrate how the network will connect across the city with the aim of increasing the number of people who choose to get around by bike.

## The Cycling Framework in action

### *Phase 1 – Strategy development*

We are creating a cycling network to reduce barriers to cycling and to connect people with the places they want to go. The cycling network will be based on how many people can be reached in each area, and in way that will reduce the barriers they currently face when it comes to cycling. This will mean the cycling network will help as many people as possible decide to ride their bikes recreationally, casually, or to and from work and school.

The aim of the framework is to clearly show how the network can be developed. It will provide clarity and consistency, and help us to decide the order in which we create different parts.

The framework outlines the following:

- overall network plan (what we are trying to connect from where)
- the types of cycleways we want to create
- who we are trying to attract
- the design principles for the type of cycleway we choose to use
- the decision principles for how these are applied to real locations
- the limits for decisions that we will make within the scope of the policy and for decisions that will require further Councillor input

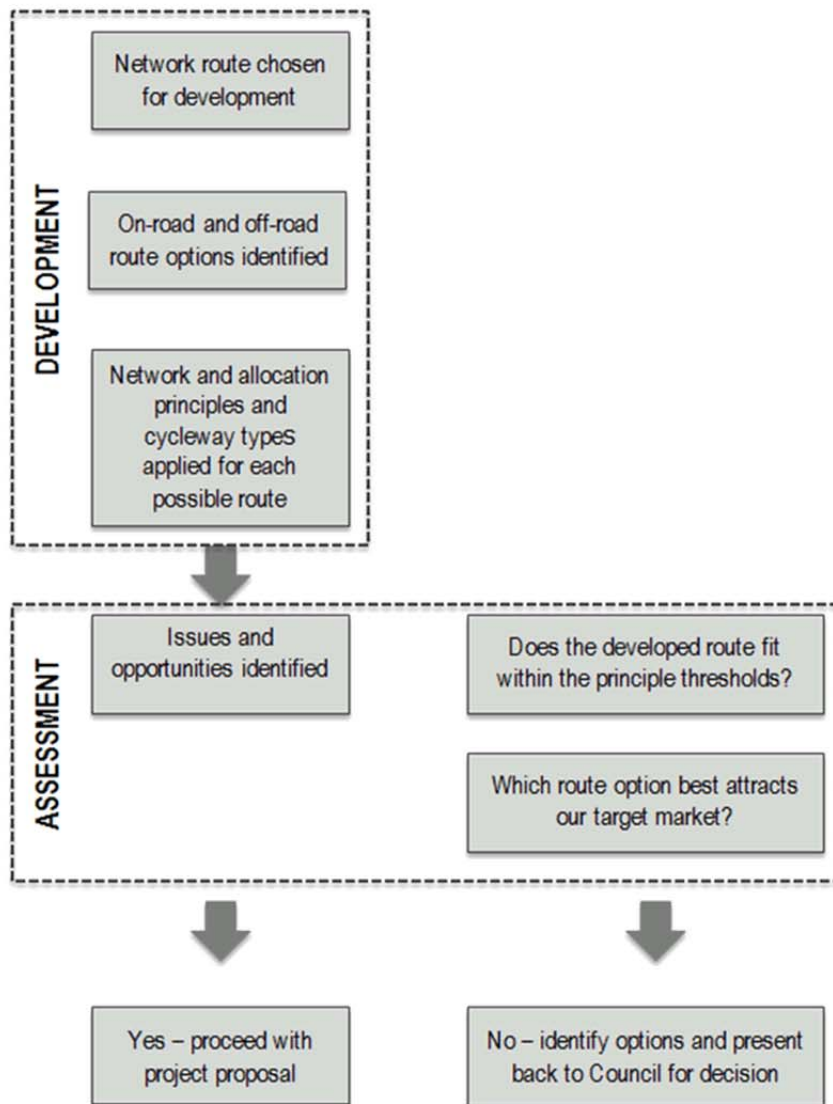
The framework principles and network plan must be agreed before we can move on to further development of specific routes.

### Phase 2 – Optimisation and packaging

Following the agreement to the Cycling Framework, officers will take the network plan and apply the cycleway types and framework principles to each of the routes. Each corridor (north, east, south, west and CBD) is made up of different routes – making a route package. These will form the basis for implementation.

In most cases we will be able to find solutions by applying the framework principles. When we identify areas in a route where we can't find a way through using the principles, Council will decide how to proceed.

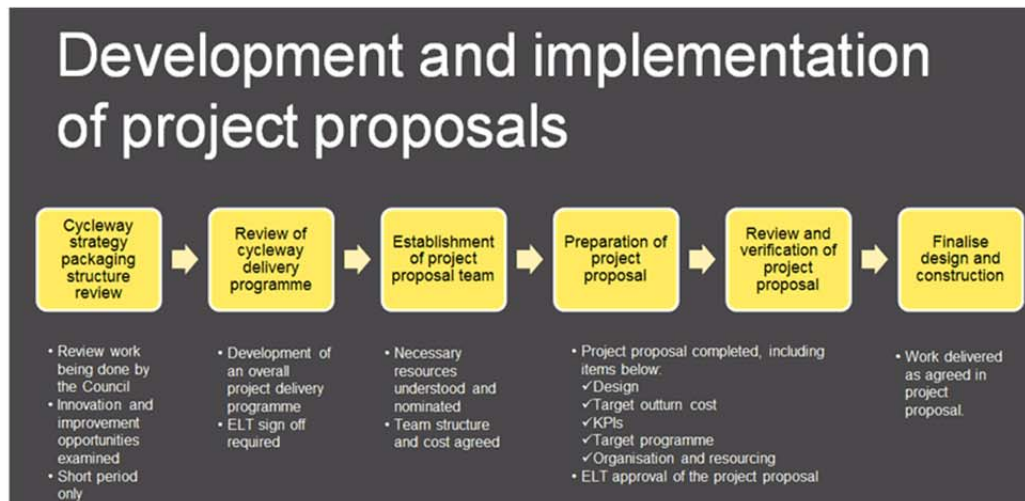
This is how decisions will be made:



**Phase 3 – Design and delivery**

After that, we will move into the delivery phase. We will decide on the best project delivery model to implement cycleways. The Cycling Framework and the route packages will determine the draft network delivery programme, on which the first round of project proposals will be based.

Project proposals will outline the individual projects to be implemented. As part of the development of these they will be designed, priced and programmed accurately. The development of project proposals is outlined below:



Project proposals will be developed through the delivery model that we have in place. By having the 'package' approach in place we will ensure benchmarking, improvement of cost and non-cost performance and efficiency of delivery increases over time.

## Network plan

### *We're building cycle lanes that work for Wellington.*

We're creating a plan for a connected cycling network that will cover the whole city over the next 10 years. It will join the dots by choosing routes that best connect suburbs to the central city.

We have the opportunity to join up:

- 53 schools attended by 25,000 kids
- 20,000 businesses with 200,000 residents
- Porirua and the Hutt Valley with the central city
- visitors and residents to national recreation infrastructure such as the Rimutaka Cycle Trail
- health workers to seven hospitals
- existing cycling infrastructure
- substantial funding from central government.

Building cycleways in Wellington has its challenges because we are retrofitting them into established streets. We have developed a range of solutions to address different requirements and circumstances.

Some of the routes will be major commuter routes and will require separated cycleways, most likely on the road. However, many of the routes will be quiet local routes that may result in a slightly longer travel time but provide a more comfortable cycling experience. These alternative routes may go through Wellington's parks, reserves and other spaces. Although the types of cycleway may vary, the safety of all road users will not be compromised.

We want to create a connected, safe, comprehensive network that caters for the experienced rider as well as those who lack confidence. We want to address existing concerns and barriers to cycling by investing in cycling infrastructure as and where needed.

The type of routes we create will have a positive impact on local shopping areas and quieter residential streets by calming traffic. They will be places that not only people on bikes will enjoy but the general public as well by making the spaces easier to move around.

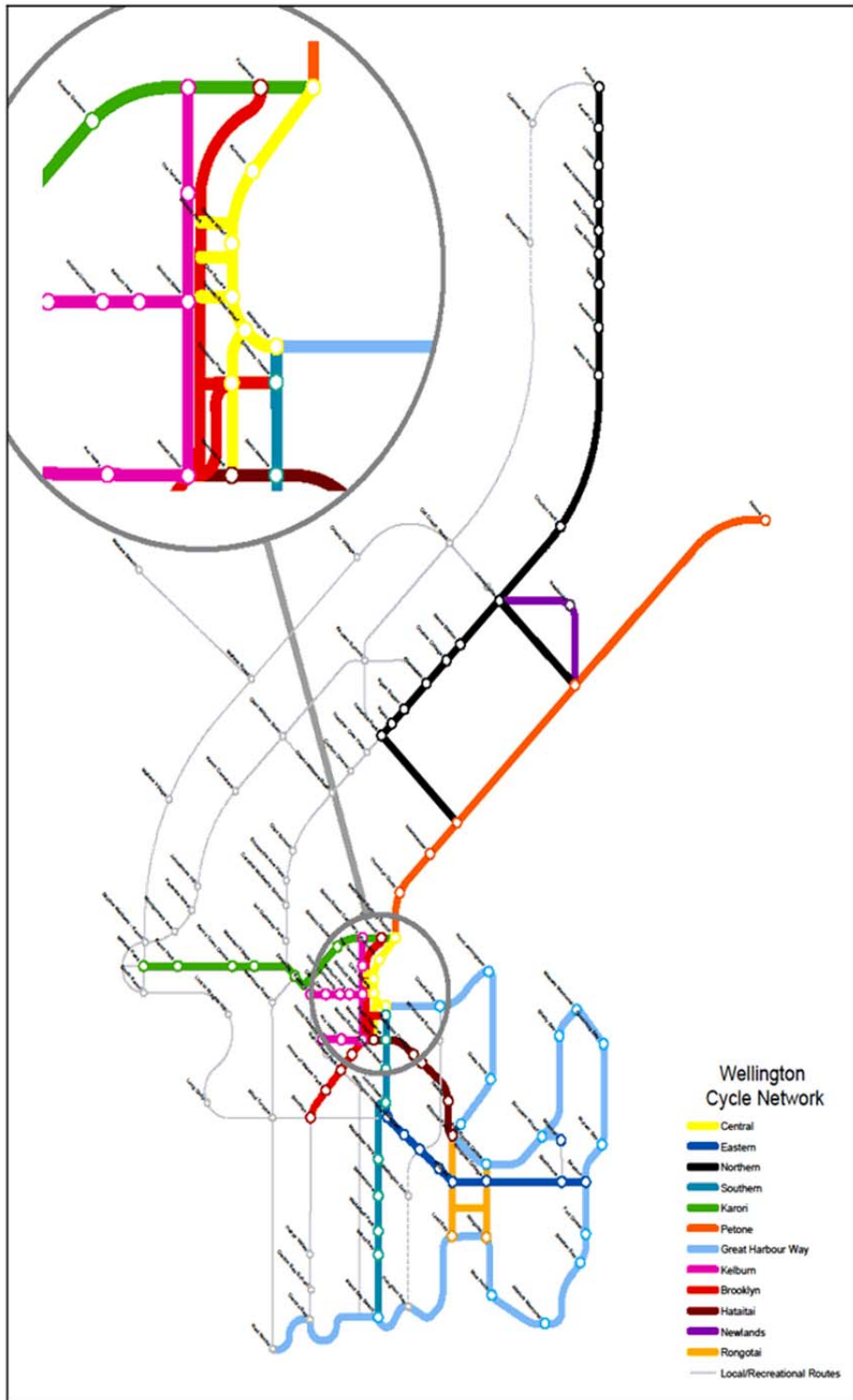


Figure 1 – Wellington Cycle Network (See Appendix B for A3 copy)



## The types of cycleways we will create

See Appendix C for standard design guidelines.

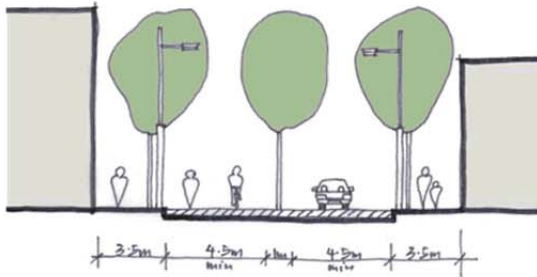
### Quiet routes



### Description

These routes would be along less busy suburban streets rather than on main roads. It's likely some minor modifications will be needed to make them fit-for-purpose. They may pass through cul-de-sacs or existing routes through land acquisition. These would work in areas of low speed and low volume. People on bikes must take the traffic lane. There would need to be careful intersection and side-road design.

**Shared vehicle/bike zones**

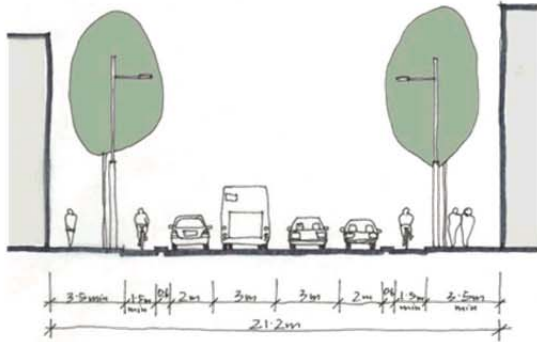


**Description**

Shared zones would be used in busy commercial areas, where there is limited space and lots of people walking along and across the street. Businesses in these areas may need convenient parking for their customers. Because of the high volume of traffic, these zones will need low speed limits (30km/h or less). They are only appropriate over short lengths. People on bikes must take the traffic lane.



**Protected bike lanes**

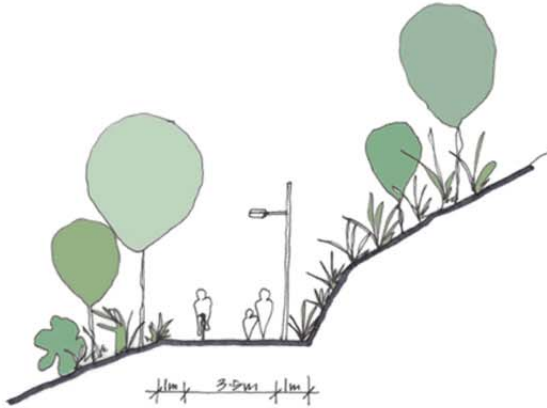


**Description**

Protected bike lanes are along main routes, where we would expect to see the most commuters. These are the routes where parking may need to be removed, with replacement or alternative parking being provided as appropriate.

Protected bike lanes can be worked into overall streetscape upgrades like in the photograph above. They will be used on routes where there are higher speed limits and heavy traffic.

*Alternative bike paths*



**Description**

Alternative bike paths would be placed through parks and reserves and along coastal areas. They will mainly be used when space is constrained in the road corridors and there is an opportunity for use by commuters and recreational riders. These are off-road but related to the wider network. These are not mountain biking tracks, but high quality routes that will be designed to fit in with the natural environment around them. Issues that will need to be considered when designing these routes include personal safety and intersections with other routes.

## Target markets

We are creating a new network of routes for people who want to cycle slowly, in their everyday clothes, away from heavy traffic. We want to change the culture of cycling and encourage more women, children, and older people to cycle.

Our Cycling Demand Analysis research suggests that, given the right conditions, more people aged between 10 and 80 would consider cycling distances less than 10km. The numbers within this group are high with around 70 percent, or over 130,000 of our residents aged between 10 and 80 living within eight kilometres of the town centre. Survey data suggests that 22 percent of residents over 18 would prefer to be able to cycle to work.

We understand that within this broad group there are different concerns, skill levels, and needs. To motivate each of these groups to cycle more often, different interventions will be required.

Our plan is to develop a cycling network that allows the beginner rider to have a go on some of the safer recreational cycleways. This will help them become a more confident rider who may ultimately start using cycling as their primary mode of transport for getting to work or school.

## Cycling framework principles and thresholds

These principles provide clarity for the community, Councillors, and officers around how decisions about building a cycling network will be made. They will also outline what thresholds will be applied to projects to determine whether a matter needs to be referred back to Council for a decision.

**Where any element in a proposal exceeds the agreed threshold, it will be referred to Councillors for a decision. Elements that do not go above the limits will not need to be referred. Where a proposal includes one or more elements that exceed agreed limits, only those elements will be referred for decision—not the entire proposal. For example if a project complies in every respect except that alternative parking is more than 2 minutes' walk then it is only the variance from the parking threshold that would be discussed.**

The framework includes principles for the design of the cycle network as well as space allocation within the network. It covers route selection as well as the impacts on pedestrians, public transport, private vehicles, parking (CBD and suburban), intersections and acquisition of property.

A full copy of the cycling framework principles and limits can be found in Appendix C.

### ***Cycle network design principles***

The network design principles ensure any decisions made will make our transport network safer, more efficient, and sustainable for all modes.

The cycle network will be made up of key cycleways and local routes that "join the dots", connect residential areas to other residential areas and the central city, and provide valuable links within communities to local centres, schools, and other facilities. The goal is to create a mix of routes across the network (including recreational routes) that cater for the varying levels of confidence and types of riders. Consideration will also be given to safety, directness, comfort, coherence, attractiveness, and adaptability. Safety solutions will be applied through the design of the cycleway types and a focus will be put on building routes that maximise funding opportunities from third parties.

Where there are viable routes within the existing road space, protected cycle lanes will be built. We will aim to keep cycle lanes away from corridors that are already under considerable space pressure, particularly where there is an overlap with busy public transport routes. For constrained corridors on main routes, viable off-road or alternative routes

will be sought in order to avoid changes in busy transport corridors and ensure a safer and more enjoyable cycling experience.

We will be innovative and adaptable in building a cycle network that best fits Wellington. Cycling will become part of a long-term corridor solution taking account of strategic aims and public transport developments.

When decisions about route selection are made, options will be presented that compare times, distances, and destinations between the proposed route and the most direct current legal route.

We will measure and report on how many people start biking and how often they use the improved cycle network in order to ascertain its value to the city, and to better understand which design types and routes work best for Wellington.

### ***Space allocation principles***

The principles relating to space allocation within corridors will ensure any decisions made will take into account other users of the corridor. These could include people on bikes, on foot, in private vehicles or on public transport, as well as parking in the suburbs and central city.

We will make sure that cycling infrastructure contributes to safe environments for pedestrians. There should be no significant negative impact on pedestrians as a result of implementing the cycle network and pedestrians will benefit from a reduction in the number of riders using footpaths.

There should be no adverse effect on core bus corridors and routes and no more than minor adverse effects on other bus services. Public transport journey times may increase slightly, due to traffic lights and reduced speed limits to accommodate people on bikes, but travel times will remain predictable on key city corridors. Through our corridor improvement proposals we will aim to improve public transport journey times and increase service reliability. We want to make it easier to cycle in conjunction with public transport and will support Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations. We will also give consideration to implementing bike parking facilities at major bus stops.

There should be no more than minor adverse effects on private vehicles. Travel times may increase but we will aim to ensure that travel time predictability is retained. Private vehicles include cars, trucks, vans, taxis, and motorcycles. Transport modelling will be used to assess travel time impacts of any proposals.

On-street parking will be removed in some locations to make space for the proposed cycle network. The loss of on-street parking is a common occurrence when new walking and cycling facilities are built. When determining how to use a transport corridor, the Wellington City Council gives priority to safety, pedestrians, cycling facilities, bus stops, bus lanes and traffic flow over other uses.

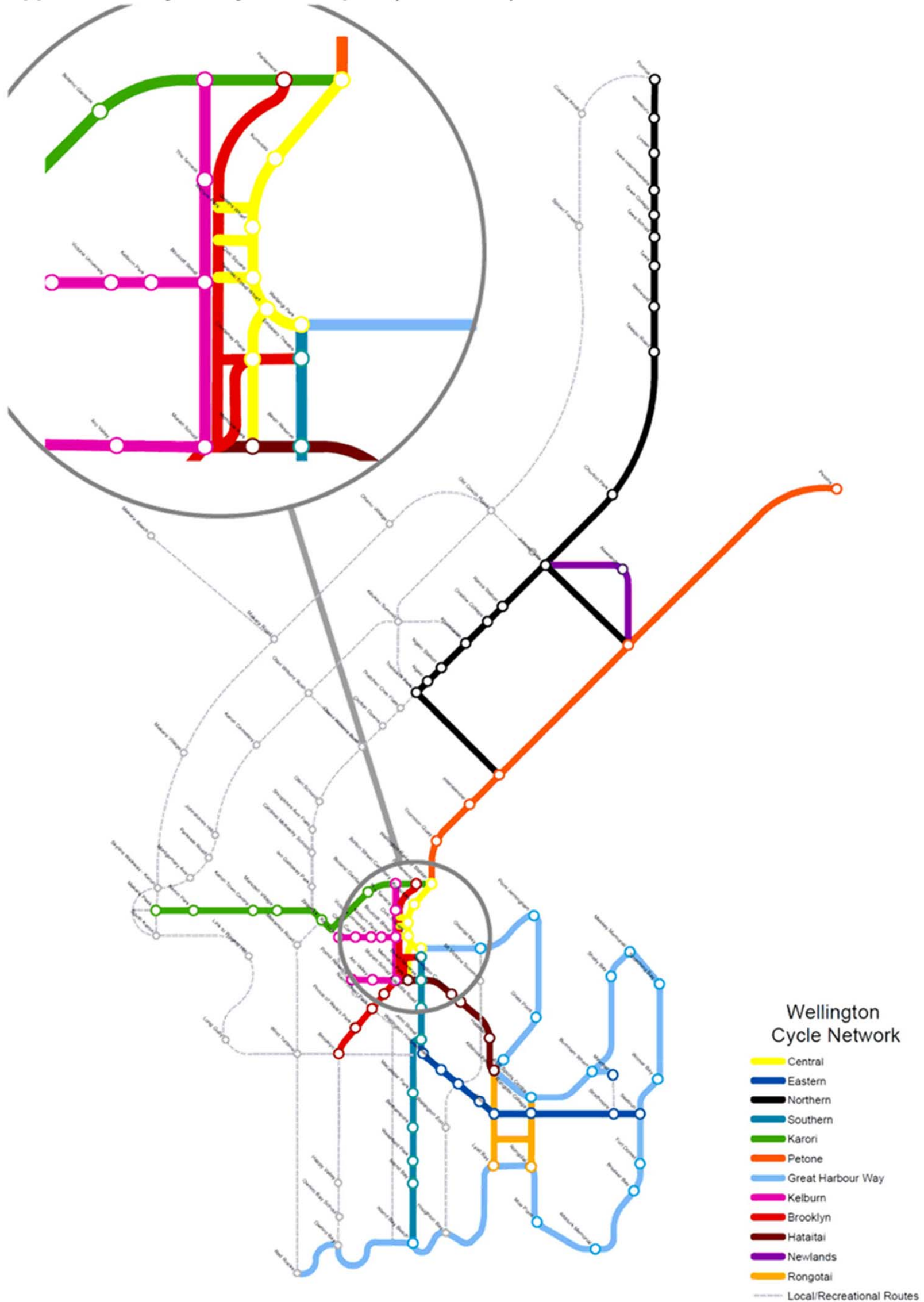
Where there is on-street parking that needs to be removed in order to implement network improvements, we will assess how current parking is used and the number of spaces available. Public residential parking in the suburbs will still be available but proximity and volume may change. Commuter car parking (ie more than three hours) may be restricted to provide for Residents Parking or time-limited for retail parking. In some cases, commuter parking may be removed altogether. We will not look to replace car parks that are primarily used for people commuting by car. We will seek to minimise the impact of cycleways on town centre businesses, with particular regard given to short-term parking supply for high transaction volume businesses (eg dairies) and businesses that are dependent on car parking. Streets in the central city will be made most effective for walking, cycling, public transport and moving traffic. The movement of traffic will take priority over on-street parking.

How intersections are controlled (eg with the replacement of a roundabout) may be changed in order to ensure the safety of people on bikes. There may be some instances where property needs to be acquired so that network improvements can continue.





Appendix A – Cycleway network plan (A3 version)







## **Appendix B – Cycleway standard design guidelines and design principles**

### **Quiet routes**

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

2. We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
3. We will design intersections carefully to ensure that the Level of Service remains at junctions. This will be most important where a quiet route meets a busy route.
4. We will use single-lane roundabouts where traffic volumes are low.
5. We will avoid using angle parking.
6. We will make sure good visibility is available for busy driveways.
7. We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
8. We will keep streets similar in look and feel as they are now, with minor improvements to lighting and other elements.

### **Shared vehicle/bike zones**

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

2. We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
3. We will use design elements such as seating, lighting and trees.
4. We are likely to use signals at intersections. We will use single-lane roundabouts where traffic volumes are low.
5. We will use the principles for shared zones to provide safer merge zones for cyclists and cars.

6. We will make sure good visibility is available for busy driveways.
7. We will avoid using angle parking.
8. We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
9. We will make pedestrian footpaths by the shared zone.

### ***Protected bike lanes***

1. Level of Service – A-B depending on design.
2. We will provide a minimum of 1.5m wide for one direction, 2.2m wide is normally ideal.
3. For a two-directional lane, we will provide a minimum width of 2.5m.
4. We will most likely locate protected bike lanes by the kerbside, but separate from the footpath.
5. We will separate the bike lanes from moving traffic with some physical element (whether parking, planting, low kerb, hatched flush median with safe hit posts). This buffer space will be at least 0.6m wide and ideally 1.0-1.2m wide next to parking.
6. The operating speed for adjacent road may vary.
7. We are likely to use signals at intersections.
8. We will not use roundabouts on busy routes.
9. We will design side roads carefully to make sure people on bikes are safe from vehicle turning movements across protected lanes.
10. We will make sure good visibility is available for busy driveways.
11. We will provide bus stop bypasses where there are more than 4-6 buses per hour.
12. For two-way protected bike lanes on hills, we will provide greater separation between the directional lanes.

### ***Alternative bike paths***

1. Level of Service – A-B depending on design.
2. We will build these to a high design standard (these will be paved paths not dirt tracks).
3. We will give priority at intersections (may change where quiet routes meet major routes).
4. Improvements depend on location and site context.
5. We will make it clear where pedestrians and cyclists are expected to be, marking spaces for each where appropriate.
6. We will consider personal security. If a path has expected use at night, we will include lighting.
7. We will use careful design where the path meets other routes.
8. We will consider gradients and safety as requiring key attention.
9. We will need to address any loss of amenity and vegetation.
10. We will consider pedestrian volumes when determining widths of paths.

## Appendix C – Cycleway framework principles and thresholds

The principles provide clarity for the community, councillors and officers around how decisions will be made regarding the implementation of a cycling network and what thresholds are to be applied to projects to determine whether a matter needs to be referred back to Council for a decision. Key cycleway projects will be designed in accordance with the principles. Where project proposals exceed the agreed thresholds, those elements would be referred to Councillors for decision. Where proposals fall below the agreed thresholds, those elements would not need to be referred to Councillors.

### Network design principles

We will make our transport network safer, more efficient and sustainable for all modes. For people on bikes, this means addressing:

- Poor uptake due to perceptions that cycling is unsafe and inconvenient. This means cycling is not fulfilling its potential contribution to the broader transport system.
- Unforgiving infrastructure and poor road user behaviour. This is resulting in significantly higher than average rates of harm to people on bikes.
- Unappealing riding environment for people on bikes. This is reducing transport and recreation choices for Wellingtonians.

Principle	Considerations	Thresholds for Council decisions	Commentary
<p><b>We will choose routes which “join the dots”</b></p> <p><b>Key cycleways</b> will connect residential areas to the CBD and to other residential areas.</p> <p><b>Local cycle routes</b> will connect to the key cycleways and provide links within communities to local centres, schools and other facilities. These may not be to the same standard as key cycleways.</p>	<p><b>Safety</b> – Quality infrastructure should help make cycling safer and also address negative perceptions about safety particularly when it comes to moving through junctions.</p> <p><b>Directness</b> – Routes must be logical and continuous, without unnecessary obstacles delays and diversions, and planned holistically as part of a network. For Wellington directness includes consideration of grades.</p> <p><b>Comfort</b> – Riding surfaces for cyclists and transitions from one area to another should be fit for purpose, smooth, well-constructed and well maintained.</p> <p><b>Coherence</b> – Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. All users should be able to use and understand the infrastructure.</p> <p><b>Attractiveness</b> – Infrastructure should not be unsightly or add unnecessarily to street clutter. Well-designed cycling infrastructure should enhance the city. For Wellington this means designs which are consistent with good urban design practices.</p> <p><b>Adaptability</b> – Cycling infrastructure should be designed to accommodate all types of bicycle and an increasing number of users over time.</p>	<p>Any key cycleway project proposal that is less safe than the current situation.</p> <p>Any key cycleway project proposal that is more than 40%<sup>4</sup> longer in time than the most practical direct route.</p> <p>Any key cycleway project proposal for unsealed surfaces.</p> <p>Any key cycleway project proposal that effect any significant trees, heritage buildings or objects as scheduled in the District Plan; or which significantly negatively affect significant landscape amenity (e.g. coastal marine areas).</p> <p>Any key cycleway project proposal to exclude a particular type of cyclist (e.g. fast electric bikes from narrow shared areas).</p>	<p>When we make the route selection decisions we will present the options for routes with the time, distances and destinations comparisons between the proposed and the most direct current legal route.</p> <p>We will implement a mix of routes across the network that caters for the varying levels of confidence and the types of cyclists. These will include recreational routes.</p> <p>Where consistent with the wider network plan, we will implement routes that enable us to maximise the funding opportunities from third parties.</p> <p>Safety solutions will be applied through the design of the cycleway types.</p> <p>We will only implement cycleways if they are safer than what we have now. Safety considerations include:</p> <ul style="list-style-type: none"> <li>• Speed and mass differentials between modes</li> <li>• Minimum requirements</li> <li>• Crash history</li> <li>• Perceived safety barriers</li> <li>• How safety affects uptake of cycling.</li> </ul> <p>The standard design guidelines in Appendix Two outline the minimum requirements for each type of cycleway being considered. These will have to be adapted to suit different contexts. Where we need to deviate from these guidelines significantly Council will have to make specific decisions.</p>

<sup>4</sup> Dutch guidance states “Data from the Bicycle Balance project shows that the 5 and 95 percentile values for the detour factor are 1.24 and 1.50, respectively” (CROW 2007, page 60). London guidance suggests deviations greater than 40% are ‘basic’, 20-40% are ‘good’ and less than 20% are best. (London Cycling Design Standards 2014, chapter 2, page 7).



Principle	Considerations	Thresholds for Council decisions	Commentary
<p><b>We will choose the right route</b></p> <p>Where there are viable routes within the existing road space, we will implement protected bike lanes.</p> <p>For constrained corridors on busy arterial routes we will look for viable off-road or alternative routes (e.g. waterfront, reserves or other space) to make a more attractive space for cycling and avoid changes in busy transport corridors.</p>	<p>Fit with the design considerations: safety, directness, comfort, coherence, attractiveness, and adaptability.</p> <p>Proposals for off-road routes must be consistent with current reserve management plans (e.g. Town Belt Management Plan, Suburban Reserves Management Plan, Northern Reserves Management Plan, Botanic Gardens Management Plan, and others) or other Council policy.</p>	<p>Any key cycleway project proposal where there is no space to implement protected bike lanes due to constraints of the corridor on a busy route and / or when all alternative route designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal which is outside established management plans. Note: proposals to change a management plan developed under the Reserves Act must follow amendment processes under that act.</p> <p>Any property requirement must be approved by Council in accordance with the provisions of the Local Government Act.</p>	<p>Cycling will be part of a long term, multi-modal corridor solution taking account of strategic aims and public transport developments.</p> <p>Strategic assessments of projects will detail how proposed cycling provisions fit with the strategic vision for that space.</p> <p>Where there are viable routes within the existing road space we will implement protected cycle lanes. Where corridors are constrained on busy arterial routes we will look for off-road alternatives in order to maximise the cycling experience. We will aim to keep the cycle lanes away from corridors that are already under considerable space pressure - particularly where there is an overlap with busy public transport routes. We will integrate the 'look and feel' of any off-road routes with the surrounding environment.</p> <p>We will present off-road solutions with assessments of safety, directness, gradient and travel time both for the off-road route and the constrained corridor being bypassed.</p>
<p><b>We will design for Wellington's needs</b></p> <p>We will adapt and develop innovative ideas to build a cycle network that best fits Wellington.</p>	<p>Proposals will feature bespoke designs to fit local conditions and take account of best practice.</p> <p>In the short to medium term we will favour solutions that minimise initial cost of implementation.</p> <p>Parking replacement cost.</p>	<p>When all designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal with an estimated cost outside of approved annual plan budgets.</p> <p>Any key cycleway project proposal with over 30% of project cost or \$1,000,000 per project for parking replacement.</p>	<p>The standard design guidelines for each type of cycleway outline the minimum requirements for each type. These will have to be adapted to suit different contexts. Where we need to significantly deviate from these guidelines we will require Council decisions.</p>
<p><b>We will measure and report on outcomes</b></p> <p>We will measure and report on uptake and usage on our improved cycle network.</p>	<p>Safety outcomes.</p> <p>Usage.</p>	<p>Schemes which create unsafe outcomes or fail to grow use will be reported to Council with recommendations for improvements.</p>	<p>Measuring and understanding the use of our cycleways is important for working out their value to the city and understanding which design types and routes work for Wellington. We will measure the use of our key cycleways to:</p> <ul style="list-style-type: none"> <li>• Establish how many people are using them</li> <li>• Establish the patterns of use</li> <li>• Establish the effects of the cycleway on surrounding land use.</li> </ul> <p>These results will be provided as guides for subsequent investment.</p>

Space allocation within corridors

Principle	Considerations	Thresholds for Council decisions	Commentary
<p><b>Pedestrians</b></p> <p>We will ensure that pedestrian infrastructure is safe and fit for purpose. Where we plan to create paths that pedestrians may also wish to use, or share footpaths with cyclists, we will clearly sign/label these to ensure there is legibility.</p>	<p>There should be no significant negative effects on pedestrians.</p> <p>We will consider opportunities to improve provisions for pedestrians to cross busy roads.</p>	<p>Any key cycleway project proposal below accepted guidelines.</p> <p>All proposals to establish or change shared pedestrian/cycle space on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p> <p>All proposals to establish or change zebra crossings on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>There should be no significant negative impact on pedestrians as a result of implementing the cycle network. We expect that when a new cycle network is in place pedestrians will benefit by a reduction in the number of cyclists using footpaths.</p> <p>We will prepare assessments of pedestrian amenity at the route selection and the detailed design stages.</p> <p>We will present proposed routes to the Accessibility Advisory Group during selection to scope potential issues and again at the detailed design phase.</p>
<p><b>Public Transport</b></p> <p>There should be no adverse effect on core bus corridors and routes<sup>5</sup> and no more than minor adverse effects on other bus services.</p>	<p>There should be improved public transport journey times on core bus corridors and routes.</p> <p>There should be careful design of bus stops and road corridors to ensure safe interactions between people on foot, people on bikes and buses.</p> <p>We will work with GWRC to consider opportunities to remove closely spaced bus stops improve service reliability and reduce conflicts with cyclists.</p>	<p>Any key cycleway project proposal that increases public transport journey times by more than 5% compared to the existing situation.</p> <p>Any proposals which compromise pedestrian or bus operating space.</p> <p>Any proposal to establish or relocate bus stops on roads requires specific decisions under the Wellington Consolidated Bylaw 2008. Bus shelters require specific processes to be followed under the Local Government Act and Resource Consents may be required under provisions in the District Plan.</p>	<p>Through our corridor improvement proposals, we will aim to reduce public transport journey times and increase reliability. We want to make it easier to cycle in conjunction with public transport and we will support Greater Wellington's trial of bike racks on buses. We will give consideration to bike parking facilities at major bus stops and support Greater Wellington's plans to improve bike parking at rail stations.</p> <p>The main impact on some bus routes will be that the journey takes slightly longer. This will be due to traffic lights and reduced speed limits that improve safety for all road users. Journey times will remain predictable.</p>
<p><b>Private vehicles (includes cars, trucks, vans, taxis and motorcycles)</b></p> <p>There should be no significant adverse effects on private vehicle travel time or reliability.</p>	<p>While travel times for private vehicles may increase we will aim to ensure that travel time predictability is retained.</p> <p>There will be no negative effects on the movement of freight on key movement routes such as State Highways.</p> <p>We will consider lowering speed limits to improve safety for all road users.</p>	<p>Any key cycleway project proposal that increases vehicle travel time along a route increases by more than 10% at peak times.</p> <p>Any proposal for removal of any traffic lanes or clearways.</p> <p>Any proposal to change speed limits on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>Transport modelling will be used to assess travel time impacts of proposals.</p>

<sup>5</sup> As defined in Figure 20 on page 77 of the Regional Land Transport Plan 2015.



Principle	Considerations	Thresholds for Council decisions	Commentary
<p><b>Parking in the suburbs</b></p> <p>Public residential parking will be available in a neighbourhood but proximity and volume may change.</p> <p>On-street commuter car parking may not be replaced.</p>	<p>For any scheme alternate residential parking to be available within a reasonably short distance of the current situation.</p> <p>There may be some loss of commuter parking.</p>	<p>Any key cycleways proposal that results in residential parking occupancy within 100 meters of a key cycleway being above 95% of observed residential parking demand.</p> <p>Any parking proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions.</p> <p>Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p> <p>No threshold required. Note: Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>We will prioritise moving vehicles and active modes of transport (such as walking and cycling) over parking. We will make sure that there is on or off-street parking located within 160 metres of a property.</p> <p>Where there is on-street parking that needs to be removed in order to implement network improvements we will assess the usage of current parking and the number of spaces available. We will ensure that there is adequate parking available but the proximity to individual properties may increase.</p> <p>Scheme proposals will report on:</p> <ul style="list-style-type: none"> <li>• The current quantity of on-street parking</li> <li>• The occupancy or demand of those spaces</li> <li>• The types of local uses and the people who use them</li> <li>• The number of parks that may be lost</li> <li>• The proximity of alternate parks</li> <li>• The cost of parking replacement proposals.</li> </ul> <p>Commuter car parking is long term parking (i.e. more than three hours) that allows for someone travelling by car from their home to their place of work to park for the day. In some cases existing commuter parking may be restricted to provide for residents parking or time limited for retail parking. In some cases it may be removed altogether. We will not replace carparks which are primarily used for people commuting by car.</p>
<p><b>Parking in suburban centres</b></p> <p>We will seek to minimise the impact of cycleways on town centre businesses and community facilities.</p>	<p>There may be a minor loss of suburban parking.</p> <p>Servicing and loading spaces will be reviewed and provided for as is reasonably necessary. This may mean part time restrictions are used to allow flexible use of the space.</p>	<p>Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway.</p> <p>Any proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions.</p> <p>Any proposal resulting in any loss of on-street servicing or loading spaces.</p> <p>Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>We will not reduce short term parking supply for high transaction volume businesses (such as dairies) or for businesses dependent on car-parking unless it is necessary to relocate them for safety reasons. Where the businesses are 'destination' or bulky item based we will work with businesses to identify where parking can be relocated to if necessary.</p> <p>We will provide options for parking replacement or other mitigation.</p>
<p><b>Parking in the CBD</b></p> <p>Streets will be optimised for walking, public transport, cycling and moving traffic. On-street parking will be secondary to all movement.</p>	<p>There may be a minor loss of on-street parking in the CBD.</p> <p>Servicing and loading spaces will be reviewed and provided for as is reasonably necessary in the CBD. This may mean part time restrictions are used to allow flexible use of the space.</p>	<p>Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway.</p> <p>Any proposal resulting in walks of more than about 400 metres (approximately 5 minutes) compared to current provisions.</p> <p>Any proposal resulting in any loss of on-street loading spaces.</p> <p>Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>There is a significant amount of parking available within the central area located both on-street and off-street. This parking is valuable as it provides easy access to business and services. Nevertheless the priority for limited public space must be for the movement of people and goods rather than car parking. Network improvement proposals will be presented to Council as part of a wider street improvement plan. Where this cannot take place, primarily for timing reasons, a strategic fit to future upgrades will be presented.</p>

<b>Principle</b>	<b>Considerations</b>	<b>Thresholds for Council decisions</b>	<b>Commentary</b>
<p><b>Intersections</b></p> <p>Safe provisions for people on bikes may require changes to intersection controls (e.g. the replacement of a roundabout).</p>	<p>Proposals may change intersection controls.</p>	<p>Any proposal to establish or change traffic restrictions requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	
<p><b>Acquisition of property</b></p> <p>There may be some instances where we need to acquire property to enable network improvements to be built.</p>	<p>There may be some need to acquire property.</p>	<p>Any property acquirement must be approved by Council in accordance with the provisions of the Local Government Act and Public Works Act.</p>	<p>As we assess route options land acquisitions will be considered if:</p> <ul style="list-style-type: none"> <li>• We can create an alternative route to a constrained corridor</li> <li>• We consider more road space is necessary to provide for the safe and efficient movement of people and goods</li> <li>• We need to mitigate parking loss in extremely difficult circumstances.</li> </ul>





## **Cycleways Master Plan Working Party**

**(Programme Business Case stage)**

### **Terms of reference**

#### **Membership**

**Councillors (8)**

Officer(s)

NZTA representative(s)

#### **Quorum**

**Four** Councillors, one Officer and one NZTA representative.

#### **Chair**

The Chair will be elected by the working party. When the chair is unavailable, a new chair will be appointed for the duration of their absence.

#### **Duration and Frequency of meetings**

The Master Plan Working Party will form after Council adopts the 2015 Cycling Framework. It will convene in July - August 2015 and meet as required to complete its work. It will cease once the Transport and Urban Development Committee determines implementation packages.

#### **Hosting of meetings**

Meetings will be held in Council Buildings and are expected to occur during the business day.

#### **General Purpose**

To recommend packages of cycleway projects to the Transport and Urban Development Committee which will commence implementation of Council's Cycleway Network as identified in its 2015 Cycling Framework. The packages will focus resources for the next three years (2015/16 to 2017/18); and maximise Council's return on its local funding by aligning packages with the requirements of the Urban Cycleways Fund and/or the National Land Transport Fund.

#### **Administrative Support**

Officers responsible for the implementation of cycleways will provide reports and advice to the working party as required.

#### **Terms of Reference**

The Master Plan Working Party will have responsibility to:

- Confirm the scope of its task and information requirements
- Consider and agree package priorities for recommendation to the Transport and Urban Development Committee (aiming to report to the 10 September 2015 meeting).













