

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

AGENDA

Time: 9:30am
Date: Wednesday, 26 June 2019
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

1.2 Apologies

The Chairperson invites notice from members of:

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

1.3 Announcements by the Mayor

1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.5 Confirmation of Minutes

The minutes of the meeting held on 29 May 2019 will be put to the Council for confirmation.

1.6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

The Chairperson shall state to the meeting.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Wellington City Council.

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

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1.7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

LET'S GET WELLINGTON MOVING PROGRAMME ENDORSEMENT, FUNDING AND NEXT STEPS

Purpose

1. To seek agreement for the Let's Get Wellington Moving (LGWM) recommended programme of investment (RPI), acknowledgement and support for the indicative package of investment announced by the Government, approval and funding to proceed with the next step, including early delivery programme and, business case development, and to note the proposed establishment of an integrated delivery vehicle.

Summary

2. LGWM is a joint initiative between the Government, Wellington City Council (WCC), Greater Wellington Regional Council (GWRC) and the New Zealand Transport Agency (NZTA). The LGWM programme started with establishing the kind of city and region the community wants, and defined the transport system needed to enable that. Its focus is on the area from Ngauranga Gorge to Wellington International Airport, encompassing the Wellington Urban Motorway and connections to Wellington Regional Hospital and eastern and southern suburbs.
3. Extensive engagement, analysis and investigation was completed over several years and was used to inform the development of the *LGWM Vision* and *RPI*. This was followed by engagement with central government on funding and financing options.
4. On 16 May 2019 the LGWM announcement made by the Minister of Transport and supported by Mayor Lester and Chair Laidlaw included an *Indicative Package* and central government funding commitment. This provides a way forward to deliver a step-change in transport to support the city and region's growth, and realise much of the LGWM vision, while being affordable within long-term transport funding priorities.
5. The next phase of LGWM will include: an early delivery programme; further investigations, business cases and design for a number of major components in the *Indicative Package*; and, work towards a formalised partnership agreement and integrated delivery model.
6. LGWM is a once in a generation city-shaping opportunity which has attracted significant central government investment. The LGWM partners are now asked to support the LGWM vision, investment direction and next steps for the programme, including agreeing interim funding to progress to the next stage.

Recommendations

That the Council:

1. Receives the report and attachments.
2. Endorses the *Let's Get Wellington Moving Vision, Context and Recommended Programme of Investment* included in Attachments 1, 2, and 3 as endorsed by the Let's Get Wellington Moving Governance Group and developed by the Let's Get Wellington

Moving Programme after investigation and engagement.

3. Welcomes the 16 May 2019 Let's Get Wellington Moving announcement made by the Minister of Transport supported by Mayor Lester and Chair Laidlaw.
4. Supports the *Indicative Package of Investment* for Let's Get Wellington Moving and the Government's proposed funding allocation for the region through the National Land Transport Fund.
5. Notes that the Programme Business Case and supporting technical documents developed by the Let's Get Wellington Moving Programme provides greater detail of both the process and the various investigations of Let's Get Wellington Moving.
6. Endorses the early delivery work programme as presented in the *Early Delivery Programme* section of the report.
7. Agrees to commence further investigations as described in the *Business Case Development* section of the report.
8. Agrees to work towards a formalised partnership agreement and integrated delivery model for the next phase of the programme involving detailed investigation and delivery.
9. Agrees to provide a share of the funding as outlined in *the Proposed Cost Sharing for the Next Phase* section necessary to enable the next phase of work outlined in Recommendations 5, 6, and 7.
10. Notes that longer-term funding requirements for implementation will be considered by the partners through the standard and future Annual Plan, Long-term Plan, Regional Land Transport Plan, and National Land Transport Programme processes.

Background

7. LGWM is a joint initiative between WCC, GWRC and the NZTA. The goal of this collaborative process was to take a fresh look at our transport system to ensure it supports how we want our city to look, feel and function in order to support Wellington's growth, while making it safer and easier to get around. The focus is the area from Ngauranga Gorge to Wellington International Airport, encompassing the Wellington Urban Motorway and connections to Wellington Regional Hospital and eastern and southern suburbs.
8. LGWM has followed an engagement led approach, starting in 2016 with a conversation with the community about the city's transport challenges, attracting over 10,000 responses. Feedback was used to develop 12 guiding transport and urban design principles and to help identify the key problems on the network. This informed the development of LGWM programme objectives and assessment criteria to help evaluate possible options for Wellington's transport future.
9. The LGWM programme objectives are to develop a transport system that:
 - Enhances the liveability of the central city;
 - Provides more efficient and reliable access for users;
 - Reduces reliance on private vehicle travel;
 - Improves safety for all users; and
 - Is adaptable to disruptions and future uncertainty.

10. Ongoing comprehensive stakeholder and community engagement was carried out in 2016 and 2017 through meetings, workshops and focus groups. Information and updates were provided on the LGWM website.
11. In November and December 2017, LGWM ran an extensive public engagement programme to seek feedback from the community and stakeholder groups on four transport scenarios for Wellington's future to show what sorts of things we might need to change and what their associated impacts might be.
12. Nine key themes were identified from the feedback:
 - Support for better public transport: now and long-term
 - Universal support for less congestion
 - Widespread support for walking and cycling
 - Opposition to new infrastructure increasing car use
 - A regional, integrated approach is required
 - It is time to act, while being mindful of cost
 - Future-proofed solutions are needed
 - Basin traffic flow issues need solving but with no clear view identified
 - Wellington-specific solutions are required
13. To supplement the feedback from the public engagement, LGWM commissioned an independent public opinion survey of Wellington city and region residents. The survey asked about travel habits, concerns, and views on a range of possible transport solutions and provided feedback from a wide cross-section of the public. Improving public transport was most frequently cited in responses. There was strong public support for significant transport interventions.
14. Following the scenarios engagement, further investigation and analysis was used alongside engagement feedback to develop the *LGWM Vision, Context and RPI*. The LGWM Governance Group agreed the RPI in October 2018, subject to funding. It is also important to note that the NZTA Board also endorsed the RPI on 5 October 2018 (NZTA Board Paper 2018/10/1286).
15. The RPI was used as the starting point for engagement with central government on funding and financing options. This was supported by financial modelling, which highlighted the challenges in funding the RPI – and other Wellington region transport priorities - under the current funding environment and assumptions.
16. As a result of these discussions and financial analysis, the Minister of Transport agreed an *Indicative Package* for LGWM which assumes a funding allocation to the Wellington region of 10.5% of the National Land Transport Fund (NLTF) over the next 30 years, and a 60/40 central/local funding split for the programme as a whole. The *Indicative Package* was endorsed by Cabinet (paper available here: <https://www.transport.govt.nz/about/governance/cabinet-papers/>) and jointly announced by the Minister of Transport, the WCC Mayor and the GWRC Chair on 16 May 2019.
17. This announcement provides a way forward to deliver a step-change in transport to support the city and region's growth, and realise much of the *LGWM Vision*, while being affordable within long-term transport funding priorities.
18. The LGWM programme is fully integrated with concurrent WCC transformation work programmes such as 'Planning for Growth' and agreement is now sought from the

LGWM partners to move to the next stage of the programme involving detailed investigation and delivery.

19. The LGWM website (<https://getwellymoving.co.nz/>) also contains the Programme Business Case and supporting technical documents that provides greater detail of both the process and the various investigations used in developing the RPI, as well as outlining the *Indicative Package* and the recommended next steps.

Let's Get Wellington Moving Vision

20. Between 50,000 to 80,000 more people are expected to make Wellington their home over the next 30 years. Where this growth occurs, and the transport systems that support that growth, will have major implications for the city and region's resilience, liveability, economic prosperity and contribution to greenhouse gas emission reductions.
21. LGWM presents a significant opportunity for transformational change. LGWM's Vision for Wellington is a great harbour city, accessible to all; with attractive places, shared streets, and efficient local and regional journeys.
22. To realise this Vision LGWM recognises the need to move more people with fewer private motor vehicles; this will require investment in better public transport, walking and cycling. It will also require our city planning rules to prioritise growth around key transport corridors where there are more active and public transport options.
23. *The LGWM Vision and Context* are provided in **Attachments 1 and 2** to this report.

Recommended Programme of Investment (RPI)

24. The RPI reflects the LGWM partners' ambitions for improving Wellington's transport system over the next two decades. It is a high-level, whole-of-system approach that will enable the growth of the city and the region and seeks to integrate urban development with transport investment, while providing appropriate choices as to how people move around.
25. The RPI (provided in **Attachment 3**) includes a range of improvements that work together. These include:
- High-quality walking and cycling improvements to make the city safer and more attractive for walking and cycling
 - Public transport improvements to and through the central city, including high-quality mass transit, integrated with land use so transport investment and urban development support each other
 - Multimodal state highway improvements to reduce conflicts and help relocate non-essential cars out of the central city
 - A smarter transport network including travel demand management to encourage people to make better travel choices

The Indicative Package

26. The Government announced the *LGWM Indicative Package* on 16 May 2019. The *Indicative Package* includes many, but not all, of the elements in the RPI. The components of the indicative package include:

Component	Description	Objectives
A walkable city	Accessibility and amenity improvements, setting safer speeds for vehicles and walking improvements	A city that is safe and attractive to walk around
Connected cycleways	Cycleways on Featherston Street, Thorndon Quay, Courtenay Place, Dixon Street, Taranaki Street, Willis Street, Victoria Street, Kent and Cambridge Terrace and Bowen Street	A connected and safe central city cycleway network that is integrated with the wider cycleway network
Public transport to and through the city	Dual public transport spine through the central city on the Golden Mile and Waterfront Quays; rail network improvements; and bus priority on Thorndon Quay and Hutt Road	A reliable public transport system that enables Wellington to grow and encourages public transport mode shift, better public transport choices to the north and enables a 30% increase in rail patronage
Smarter transport network	Full integrated ticketing; transition to integrated transport network operating systems; travel demand management measures including Mobility as a Service, parking policy improvements and education and engagement	A well-managed transport system that makes best use of infrastructure and helps smooth transition through implementation of the indicative package
Rapid transit	Provide rapid transit (the term Mass Transit is used in the RPI) as part of the wider public transport network from the railway station to Newtown and to Wellington International Airport. The design and preferred mode of rapid transit will be determined by the business case	Improve travel choice through the city with an attractive public transport option to the Wellington Regional Hospital and Wellington International Airport and creates an opportunity to share a more compact and sustainable Wellington City
Unblocking the Basin Reserve	At-grade changes to improve reliable access for all modes; and grade separation between north-south movements, east-west movements and any rapid transit corridors	Reduces conflict between different movements and modes of transport, creating more reliable access for all transport modes
Extra Mount Victoria Tunnel	Extra Mount Victoria Tunnel and widening Ruahine Street and Wellington Rd to improve access for public transport and enable dedicated walking and cycling routes	Improves access, reliability and travel choice from the east for all transport modes, relocates through traffic away from Evans Bay route and ensures network function while rapid transit is constructed in Newtown

27. The components of the LGWM RPI that are not included in the indicative package are some of the State Highway One improvements such as:

- Reconfiguring State Highway One into a tunnel under a new city park in Te Aro between the Basin Reserve and the Terrace Tunnel
- Duplication of the Terrace Tunnel
- An additional southbound lane on State Highway One between Ngauranga and Aotea Quay.

Programme Cost and Funding Requirements

Government funding commitment

28. The LGWM Indicative Package requires a total funding commitment of \$6.4b over 30 years, including capital expenditure, financing costs, operating costs and an allowance for inflation and lost revenue from on street parking.
29. The Indicative Package is based on an overall programme funding split of 60:40 between central government and local government. Government proposes to fund its 60% (\$3.8b, including \$2.2b of capital expenditure) from the NLTF, the dedicated transport fund into which all fuel excise duty, road user charges and motor vehicle relicensing fees are paid. The components of the package are expected to go through the normal NZTA project business case process.
30. The proposed local funding share of the Indicative Package for WCC and GWRC is 40% or \$2.6b, which includes capital expenditure of \$1.5b (based on the 30 year, inflated figures above).
31. As part of the announcement, the Government also included a \$4.4b (inflated) allowance for other Wellington region transport investments outside of LGWM. This represents a total Government commitment of \$8.2b for the Wellington region over the next 30 years (in addition to existing commitments).
32. The Government's commitments assume that funding of the NLTF increases in line with inflation and that 10.5% of the fund will be available for the Wellington region over the 30 year period, which is broadly in line with Wellington's population share.

Local funding requirement

33. The Minister of Transport has made the Government's funding commitment to LGWM contingent on local government meeting 40% of the total cost. However, the Cabinet paper acknowledges that different project components are likely to have different funding splits. While the intention is to end up at a 60:40 split between central and local government, further work will be needed to establish how each of the major programme elements will be funded.
34. The 60:40 overall cost share is forecast to be broken down as follows:

	1st Decade	2nd Decade	3rd Decade
Central Share	\$0.8b	\$1.4b	\$1.6b
Local Share	\$0.8b	\$0.9b	\$0.9b
Total	\$1.6b	\$2.3b	\$2.5b

35. The local share of costs is higher in the earlier years as central government is expected to meet a higher share of the cost of rapid (mass) transit and local government (WCC) is expected to bear the impact of the lost revenue from on street car parking.
36. To develop and agree a full funding proposal including the appropriate allocations to each of the partners will require considerable additional information that will only be available at the conclusion of the further investigations and business case process. This would include information on the:
 - Capital cost and sequencing of the programme elements;
 - Operational costs associated with the operation and maintenance of infrastructure;
 - Procurement approach to major programme elements; and
 - Ownership of new assets.
37. There are a number of relevant considerations for determining local funding sources and how the 40% local share will be split between the two local government partners, including:
 - The appropriate balance between rates, user charges, and individuals or business who stand to benefit from the investment;
 - Where the benefits fall between region and city;
 - Asset ownership and operational responsibility;
 - Affordability; and
 - Funding and financing tools.
38. Gathering the necessary information to understand and analyse these will require additional information that is not currently available. It is therefore proposed that for the interim period of two years that a simple formula is applied, this is discussed in detail in the *Proposed Cost Sharing for the next Phase* section.

Relationship to Long Term Plan and Annual Plan

39. When the 2018-28 Long Term Plans were developed, both GWRC and WCC provided an initial contribution based on the information available at that time. It was made clear in the consultation documents of both Councils that once a preferred option was agreed, changes would be required.
40. The GWRC Long Term Plan 2018-28 provided for a contribution of \$67m and the WCC Long Term Plan 2018-28 provided for a contribution of \$126m towards LGWM. This comprised a mix of operational funding for investigations and business cases, and capital costs for construction.
41. To meet the local funding requirements of the LGWM it is clear that changes to the funding currently provided for in both Councils' Long Term Plans will be required. This is likely to require a variation to the respective Long Term Plans and will be considered as part of the subsequent Annual Plan process for 2020/21 and the preparation of the next Long Term Plan for 2021-31. Public consultation on the overall funding of the LGWM programme would form an important part of this future decision-making process.

Next Steps

42. Subject to partner approval of this paper, the next steps will be to progress the following actions:

Early delivery programme

43. The purpose of the Early Delivery programme is to make a start on implementing the strategic approach of LGWM to move more people with fewer vehicles, while the larger and more complex components of the programme are being developed.
44. The following works can be delivered in the short-term and form the basis of the Early Delivery programme. While projects of this size and nature would typically be implemented over a period of up to five years (including investigation, design and implementation), the project team will investigate all avenues to accelerate the programme:
- Central city walking improvements
 - Safer speeds in the central city and on the state highway east of Mt Victoria and a new crossing on Cobham Drive
 - Bus priority measures
 - Thorndon Quay and Hutt Road bus priority, walking and cycling improvements
 - Golden Mile bus priority, walking and cycling improvements
45. Alongside the early delivery programme, officers from GWRC and WCC are working collaboratively to progress delivery of a joint programme of bus priority measures agreed by both councils on 13 June 2019.

Business case development

46. A substantive component of the next phase of the LGWM programme development is the progressing of the recommended programme through the business case process. This will include a more detailed investigation of the recommended programme including the identification of the preferred route, form and timing of each individual element of the programme.
47. A key priority over the next year will be the completion of a business case for mass transit, as this will be important in establishing the design, staging and sequencing of other interventions, and to minimise disruptions during construction. At this stage it is expected that the indicative business case for mass transit will be completed by mid-2020, to allow the partner organisations to include the necessary investments in their long-term plans and the next Regional Land Transport Plan (RLTP).
48. The investment cases will also be developed for each programme element including a more detailed assessment of the costs, benefits and funding requirements (from all parties). This will provide greater certainty for the investors of the programme implications and outcomes delivered. Stakeholder engagement will be an important component of this next phase of investigation.
49. The business case work will be developed in packages to deliver efficiency of process and also to ensure that the right capability is focussed on the right elements of the programme. The packages are currently being scoped and confirmed.
50. It is anticipated the programme for the delivery of these business cases is as follows:
- Procurement of the business case packages in Quarter 4 of 2019

- Delivery of business cases from Quarter 1 2020 through to mid-2021
- Pre-implementation following business case approval
- The completion of the business cases are anticipated to unlock funding for the subsequent phases of the programme development, being consenting, design development and construction.

Partnership Agreement

51. There is a need to change the governance and management structure as LGWM moves into the detailed investigation and delivery phase. A new partnership agreement and delivery model will be developed for partner consideration.
52. Initial discussions have focussed on the establishment of an Integrated Delivery Vehicle (IDV) for LGWM, which would initially be responsible for the early delivery programme and preparation of business cases.
53. The IDV will be guided by a new partnership agreement and delivery model which will set out the governance and management arrangements, including the delegation of decision-making and cost-sharing arrangements between the parties. At this stage, it is envisaged that the IDV will not assume any of the legislative powers/requirements of the three partner organisations. The IDV is expected to be an evolution of the existing memorandum of understanding agreement between the partners, with an increased commitment and requirement for the integrated development and funding of the LGWM programme.
54. The IDV is focussed on the next two to three years of the LGWM programme development (primarily business case and pre-implementation). However, it will be sufficiently flexible to allow for further development and change to the IDV structure for the subsequent phases of the programme development (implementation) at the end of this initial phase (for example to incorporate urban development opportunities). It is the intention that the new partnership agreement will commit all parties to the agreed approach of the IDV.
55. It is planned to have the IDV in place later this year or early next year. The structure and role of the IDV and the governance structure above it will need to be agreed by each of the partner organisations before the IDV can be formally established. In the meantime, the existing LGWM governance structure will continue.
56. The LGWM partners will be appointing a transition programme director to oversee the transition to the new structure.

Proposed cost sharing for the next phase

Interim Funding Approach

57. As discussed in the *Indicative Package* section more detailed information will be required to agree the funding splits for the full programme, which will require time to develop. In the meantime and to enable the programme to progress to the next stage, it is recommended that an interim approach be adopted to the allocation of funding between the three partner organisations. This would cover the next two years of the LGWM programme and would include:
 - Further investigations, business cases and design;
 - The Early Delivery programme;

- Lost revenue from the removal of on street car parks; and
 - Any advance property purchases (as required).
58. This approach also fits well with the National Land Transport Plan (NLTP) process. The current NLTP covers the 2018-21 period (the next two years). A new NLTP will be prepared for the 2021-23 period.
59. The interim funding approach will be reviewed after two years once further information is available. It is acknowledged that the partner organisations may incur other costs that fall outside of the interim funding agreement over the next two years. It is the intention that in the review of the funding agreement in two years, these would be considered and taken into account and if necessary “wash-up” payments made.
60. The LGWM programme has developed initial budget estimates for the activities outlined above over the next two years of the programme, as follows:
- 2019/20 - \$7m opex, \$3.7m capex
 - 2020/21 - \$17m opex, \$13m capex

Interim Funding Split

61. During the interim period the split between central and local government is proposed as follows:
- Business case development and LGWM management costs – 60:40
 - Early delivery programme – asset owner (for central government-owned assets)
 - Lost revenue from on street parking – asset owner (WCC)
 - Advance property purchase costs – case by case basis with the expectation that costs would fall in the interim to the asset owner
62. During the interim period the split of the 40% above between the two local government partners is proposed as follows:
- Investigations, business cases and LGWM management costs – 50:50
 - Early delivery programme – asset owner (for local government-owned assets) with FAR rates applying
 - Advance property purchase costs – case by case basis with the expectation that costs would fall in the interim to the asset owner
63. To enable a later reconciliation and review of this funding agreement, the partner organisations will need to regularly record and report on any costs incurred.
64. Both councils are about to finalise and adopt their Annual Plan for 2019/20 at the end June and it is anticipated that the funding allocated in the two council’s Annual Plans for 2019/20 will be sufficient to fund the 40% local government share of the operating programme costs for 2019/20. To fund any capital works undertaken, it may be necessary to bring forward capital funding already provided for in subsequent years in each council’s Long Term Plan. This process can be completed once a better indication of the likely capital costs in 2019/20 is available.
65. For both councils, adjustments will likely be needed to the 2020/21 Annual Plan. This will be considered as part of the normal annual plan process.

Communication and engagement

66. LGWM is refining its communications and engagement plan to ensure that stakeholders and the public are kept informed on progress and invited to respond at appropriate stages.
67. The LGWM website www.getwellymoving.co.nz contains a comprehensive record of the LGWM process, and background information, and provides a platform for public interaction with the LGWM team. Now that the Indicative Package has been announced, supporting information is being proactively uploaded to the website.
68. Targeted communication has commenced as follows:
- The LGWM team has written to more than 350 property owners in the vicinity of the Basin Reserve and Mt Victoria/Ruahine Street/Wellington Road, to ensure that they are aware of the Indicative Package and the possible future impact on properties in the area
 - LGWM has sent an email newsletter to 2,000 email subscribers focused on the programme's next steps
 - LGWM has started meeting with stakeholder groups to discuss the indicative package and next the steps for the programme
69. The LGWM website will provide information on the next steps for LGWM and identifies the specific opportunities for public input. This will include:
- Opportunities for the public to have their say on early delivery proposals (including safer speeds and Cobham crossing) from later this year
 - Public consultation on WCC and GWRC's Long-term plans (assumed to be in early 2021), which will set out proposals to fund local government's contribution to LGWM
 - Input to the more significant elements in the LGWM indicative package (including rapid transit, Basin Reserve and Mt Victoria). It will be some time before the effects of any design options for these programme elements are known. LGWM will work to keep the community informed and engage with the public when the appropriate information is available
70. A joint media release has been issued on the contents of this paper and a further media release will be prepared following consideration by both Councils.

Attachments

Attachment 1.	Let's Get Wellington Moving Vision ↓ 	Page 19
Attachment 2.	Let's Get Wellington Moving Context ↓ 	Page 33
Attachment 3.	Let's Get Wellington Moving Recommended Programme of Investment ↓ 	Page 49

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SUPPORTING INFORMATION

Engagement and Consultation

Officers have been working collaboratively with GWRC officers to develop this report. A similar report will be going to GWRC on 25 June 2019. Proactive communications and engagement will support the LGWM programme as set out in the paper.

Treaty of Waitangi considerations

There are no Treaty considerations.

Financial implications

The financial implications are set out in the body of this report and the Council's finance directorate are part of the team that have been working on the LGWM programme and have reviewed the costs.

Policy and legislative implications

Progressing the LGWM programme is in accordance with the Council's transport policy direction contained in the Urban Growth Plan, Low Carbon Capital Plan, Draft Te Atakura; First to Zero Plan, and the financial provisions in the Long-term Plan and Annual Plan. In addition, the LGWM programme is identified as the region's top priority in the Wellington RLTP 2015 (and Wellington RLTP Mid-term Review, 2018).

Risks / legal

As per any large work programme, there will be risks associated with the delivery of LGWM. It is Council's expectation that these risks are actively managed by the LGWM management team and governance, and appropriately reported back through correct Council committees in a timely manner.

Climate Change impact and considerations

Progressing the LGWM programme is aligned with the sustainable transport hierarchy, Urban Growth Plan, Low Carbon Capital Plan, and the Draft Te Atakura; First to Zero Plan.

Communications Plan

Proactive communications and engagement will support the LGWM programme as set out in the paper.

Health and Safety Impact considered

There are no specific health and safety considerations.



Vision

May 2019

Let's GET Wellington MOVING

NZ TRANSPORT
AGENCY

greater WELLINGTON
REGIONAL COUNCIL
Te Pahi Marua Te Rau

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

What's our vision for Wellington?



Artist impression - possible solution

2



WITH ATTRACTIVE PLACES

Artist impression - possible solution

3

SHARED STREETS



Artist impression – possible solution



Artist impression – possible solution



Who are we?

LET'S GET WELLINGTON MOVING: A COLLABORATIVE APPROACH

Wellington City Council, Greater Wellington Regional Council, and the NZ Transport Agency are working together to deliver a transformational city-shaping programme for Wellington.

This aims to improve the way people get around while enhancing liveability and access, reducing reliance on private vehicles, and improving safety and resilience.

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

Responsible for overall land use and movement planning, spatial planning, local road and public transport infrastructure, and RMA consenting


greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

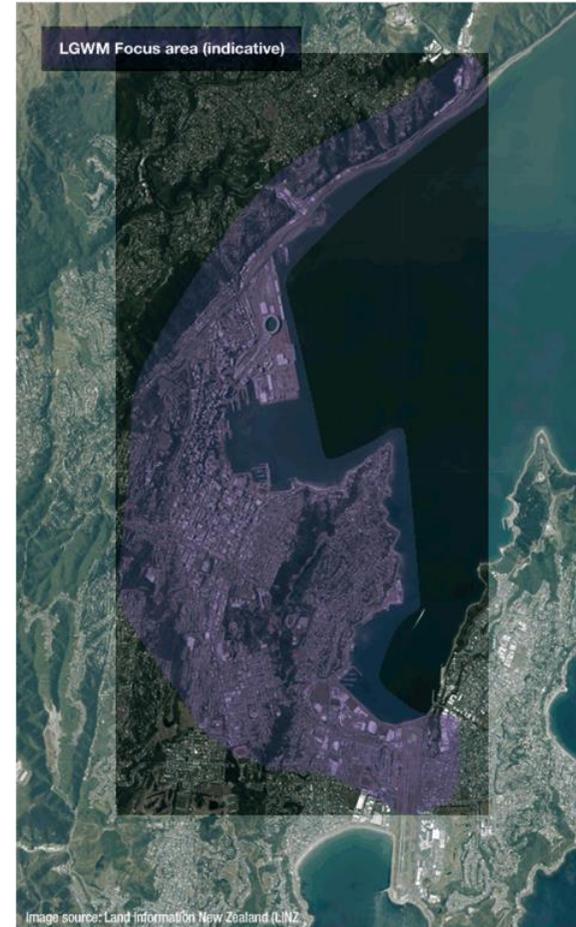
Responsible for regional transport planning, public transport planning and operation, civil defence, and environmental management


**NZ TRANSPORT
AGENCY**
WAKA KOTAHAKI

Responsible for state highways and the funding partner for local roads, public transport, and cycling facilities, and for planning and delivering rapid transit

Our focus is on the area from Ngauranga Gorge to the airport, including the Wellington Urban motorway and connections to the central city, hospital, and the eastern and southern suburbs.

LGWM is working with the people of Wellington to prepare for future growth and build on Wellington's unique character as a great place to be.



How did we get to our vision?

WE STARTED WITH THE KIND OF CITY AND REGION OUR COMMUNITY WANTS, AND DEFINED THE TRANSPORT SYSTEM NEEDED TO ENABLE THAT

THE COMMUNITY'S URBAN DESIGN AND TRANSPORT PRINCIPLES

We talked to people across the region and asked them to tell us what they love about Wellington City and what frustrates them about getting around it. Around 10,000 people responded.

We used their feedback to develop 12 guiding principles we've used to plan and assess our programme.

 Wider view	 Future proof and resilient	 Past, present, future	 Clean and green	 Set in nature	 Compact city
 Better public transport	 Accessible and safe	 Travel choice	 Predictable travel times	 Growth	 Demand and supply

OUR PRIORITIES FOR THE REGION'S SUCCESS

The LGWM partners have shared priorities for the region's future.

 RESILIENT	 GREENER	 COMPACT	 INCLUSIVE + CONNECTED	 VIBRANT + PROSPEROUS
--	--	--	--	---

LGWM'S PROGRAMME OBJECTIVES

We used the community's principles, alongside our shared priorities, to develop and agree objectives for the programme.

A transport system that:

Enhances the liveability of the central city	Provides more efficient and reliable access for users	Reduces reliance on private vehicle travel	Improves safety for all users	Is adaptable to disruptions and future uncertainty
 LIVEABILITY	 ACCESS	 REDUCED CAR RELIANCE	 SAFETY	 RESILIENCE

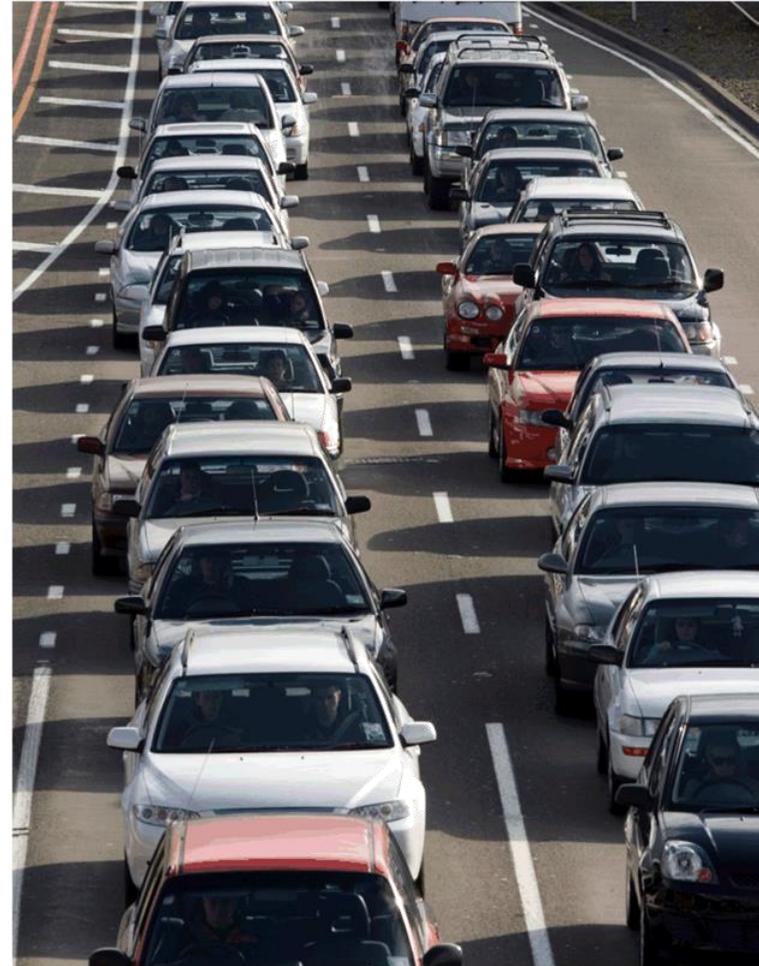
Why is change needed?

WELLINGTON IS:

- The world's most **liveable city**¹
- NZ's best **tourism destination**²
- The engine of the region's **economy and jobs**
- Attracting **more people** to live and work here

BUT OUR TRANSPORT SYSTEM HAS:

- Growing **congestion**
- Buses and trains near **capacity**
- **Safety issues** for walking and cycling
- **Poor resilience** to unplanned events



¹ Deutsche Bank Most Liveable Global City 2017 & 2018.

² Lonely Planet 2018



What opportunities can our vision bring?

LGWM'S VISION CAN:

Shape Wellington's growth

- by improving accessibility to encourage greater urban density, and supporting higher residential, employment, and commercial opportunities along the mass transit corridor

Create more attractive and safer city streets

- through less traffic, slower speeds, less noise and air pollution, and a better urban environment

Improve travel choices

- to provide safe, convenient, attractive, and reliable journeys

Support greater productivity

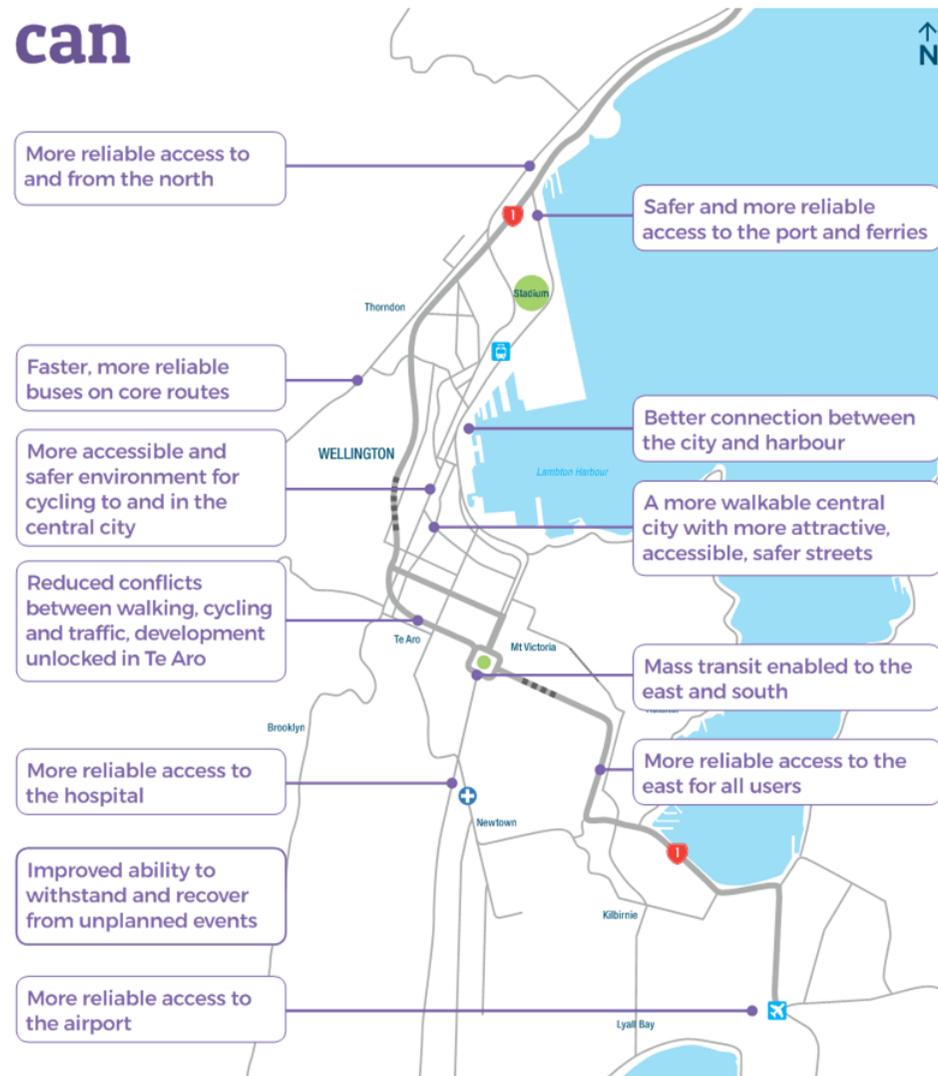
- through more reliable and predictable journey times, so people can use their time better and freight efficiencies can be unlocked

Improve community health and wellbeing

- through better safety and more people walking, cycling and using public transport

Support better environmental outcomes

- through more people using low emission transport - walking, cycling, and public transport - and by delivering a more compact city where more destinations can be reached by these modes



What's our strategic approach?

WE NEED TO MOVE MORE PEOPLE WITH FEWER VEHICLES

1 Make the most of what we have

- Optimise the transport system and make it safer
- Encourage people to walk, cycle, and use public transport more, and use cars less

2 Deliver a step change in public transport

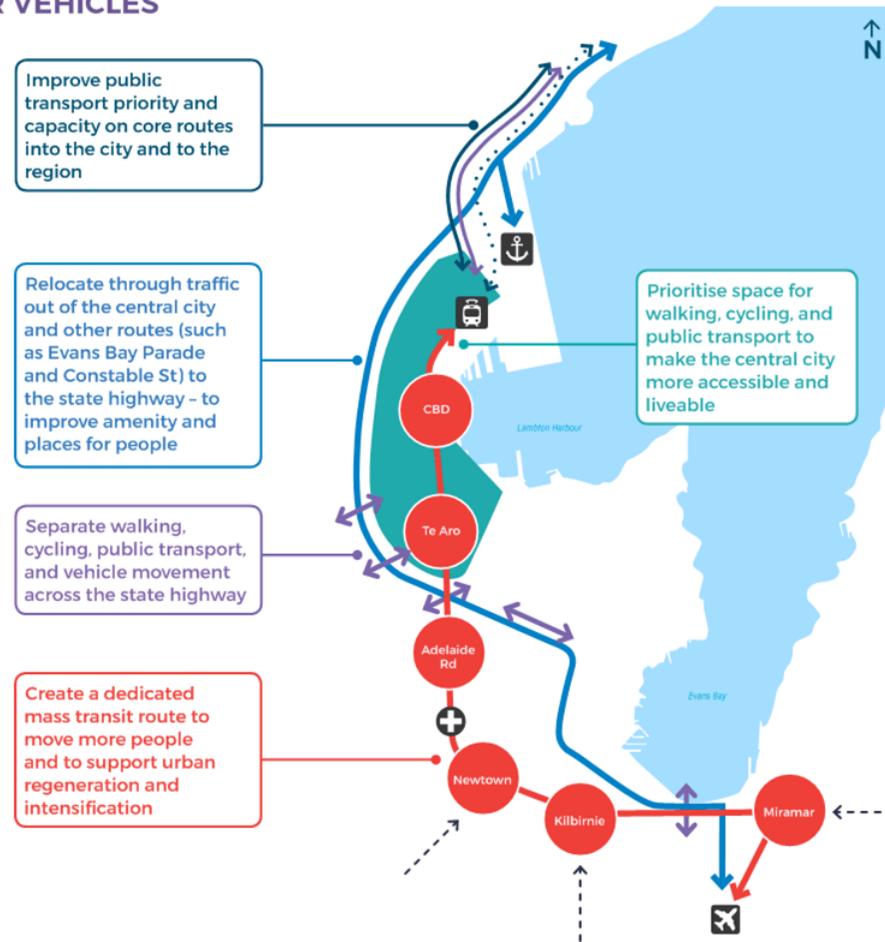
- Substantially improve public transport capacity, quality and performance
- Encourage urban intensification near public transport

3 Improve journeys to, from and in the central city

- Prioritise people walking, cycling, and using public transport on key corridors
- Improve accessibility and amenity of places and streets
- Ensure goods and services journeys are reliable

4 Improve journeys through and around the central city

- Reduce conflicts between different transport users and traffic flows
- Increase the resilience and reliability of our transport corridors, especially to the hospital, port, and airport



How will we know we've achieved our vision?

WE HAVE DEVELOPED KEY PERFORMANCE INDICATORS TO ASSESS THE PERFORMANCE OF OUR PROGRAMME. THE MAIN KPIS ARE SHOWN BELOW.

PROGRAMME OBJECTIVES	KEY PERFORMANCE INDICATORS	ASSESSMENT
 LIVEABILITY	 Amenity	The quality of the urban environment, including greenspace, urban design, traffic volumes/speeds and pedestrian space
 ACCESS	 Carbon emissions	Transport-related CO2 emissions in the central city
 REDUCED CAR RELIANCE	 Urban development potential	Opportunities for urban development and value uplift
 SAFETY	 Travel time reliability	The reliability of travel time by different modes to key regional destinations
 RESILIENCE	 Network catchment	The number of people living within 30 mins of key destinations
	 System occupancy	The ratio of people travelling to the central city (by all modes) against the number of private vehicles
	 Level of service walking	Delays for people walking in the central city
	 Level of service cycling	The quality of cycling facilities
	 Safety for walking and cycling	The safety benefits for people walking and cycling in and around the central city
	 Network resilience	Network resilience to disruption caused by large-scale natural hazards



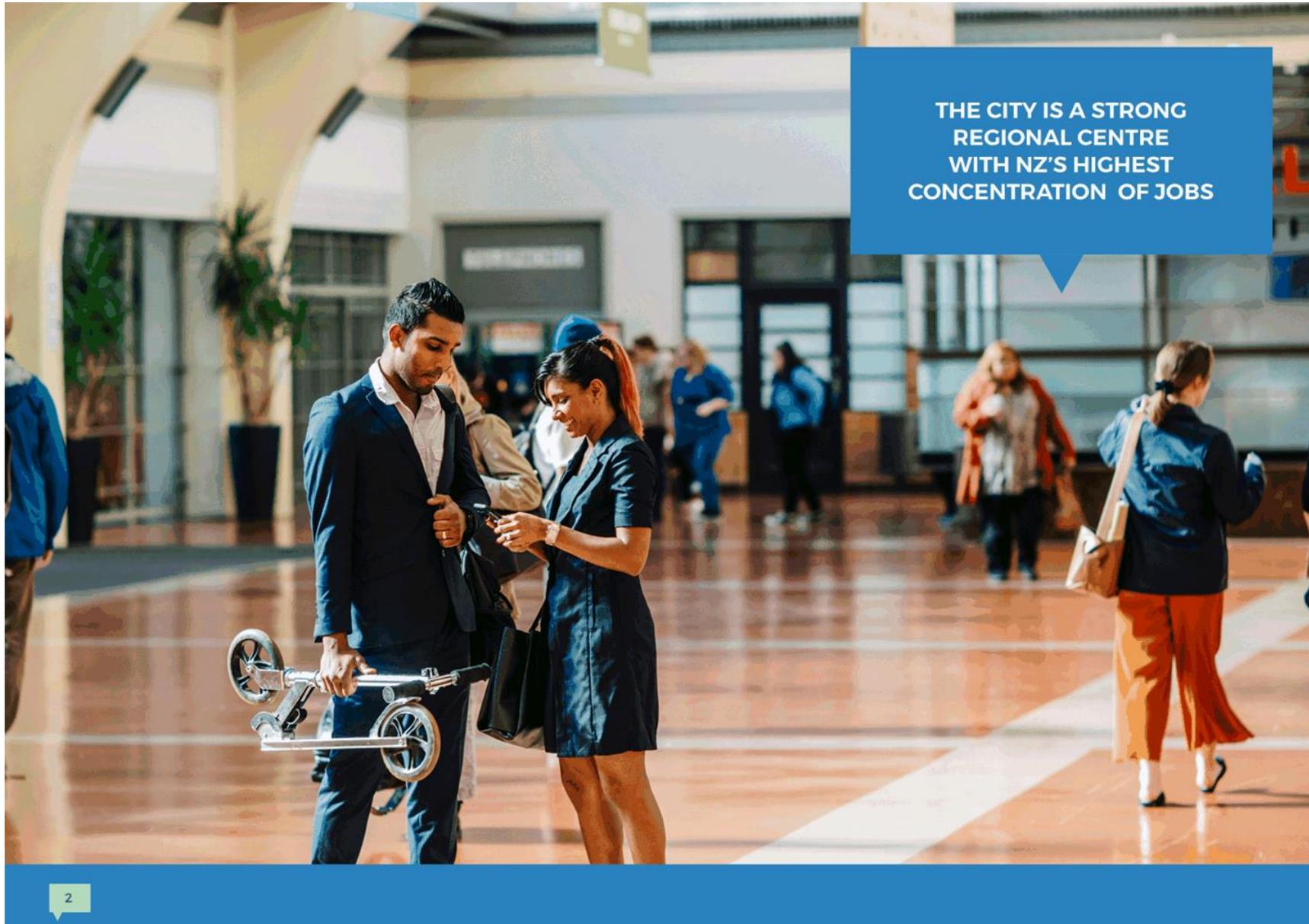


Context

May 2019

Let's GET Wellington MOVING





Introduction

PLANNING FOR A GROWING REGION

Our central city is the core of a growing region, an asset for our people, and an enabler for their success.

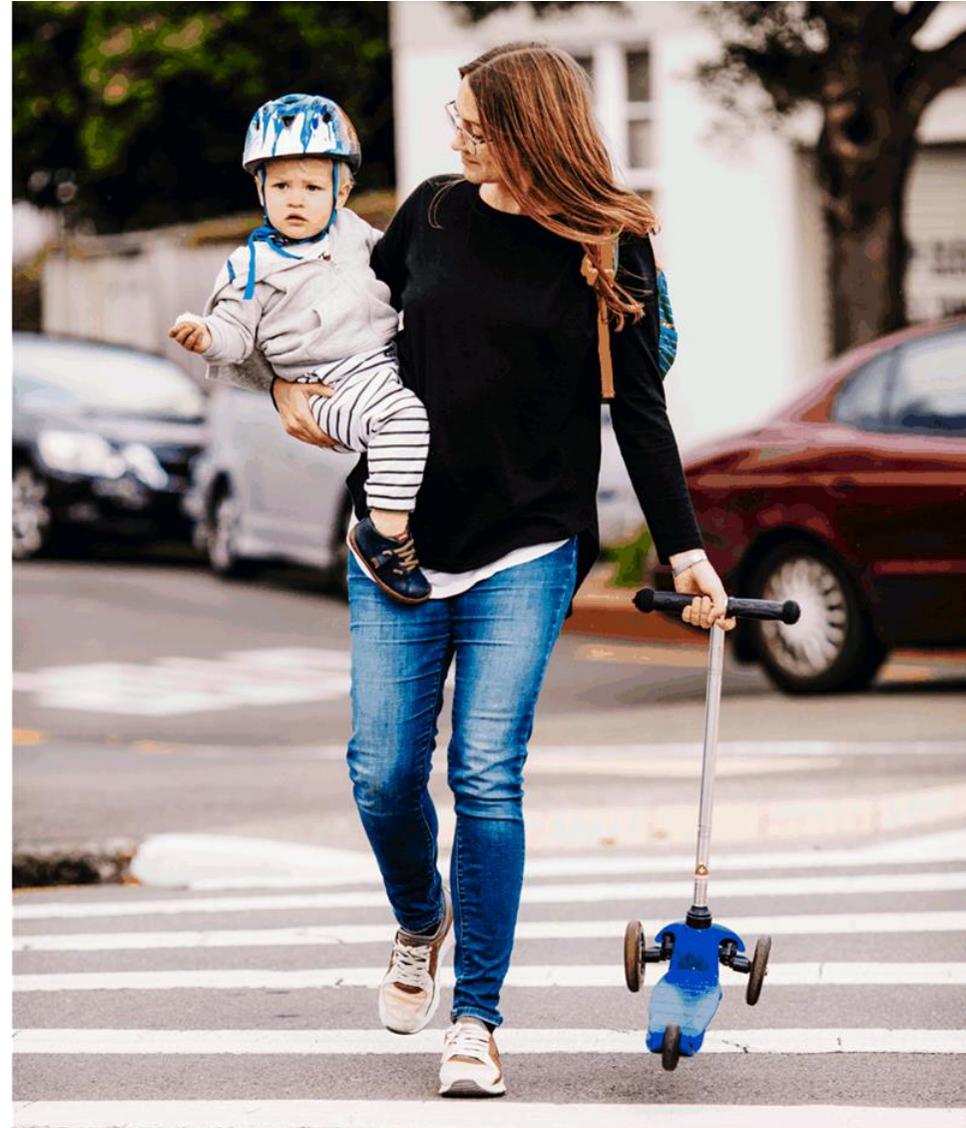
Our creative capital city is acknowledged internationally for its culture and liveability. We have New Zealand's greatest concentration of jobs. And we lead the country in sustainable transport – with the highest use per capita of public transport and walking.

So it's no surprise that more people want to live, work, and play here. With strong growth projected in residents, jobs, and visitors, the central city offers great opportunities for the region's future prosperity.

But growth – constrained by our hills and harbour – is creating challenges. Our transport system is approaching capacity and without major change, it will start to undermine the very liveability and culture that is Wellington's great strength.

The community wants transport challenges addressed and supports significant change.

The LGWM partners agree.





The central city – an asset for the region's people

TOMORROW'S GLOBALLY COMPETITIVE CITY

NEEDS:

- A diverse knowledge economy
- High amenity and liveability
- High housing density and diversity
- A compact central city with strong regional connections

ENABLED BY:

An integrated transport system with high-quality walking, cycling, and public transport promoting regional access and urban development

WELLINGTON HAS MANY STRENGTHS TO BUILD ON



Our capital city, centrally located, the seat of Government, and administrative centre of the country



Compact urban form and easy access to the harbour, parks, and the natural environment



International airport and port near the central city



New Zealand's main player in big screen film production



Growing expertise in technology and innovative industries

HOW DOES OUR CITY AND REGION STACK UP?

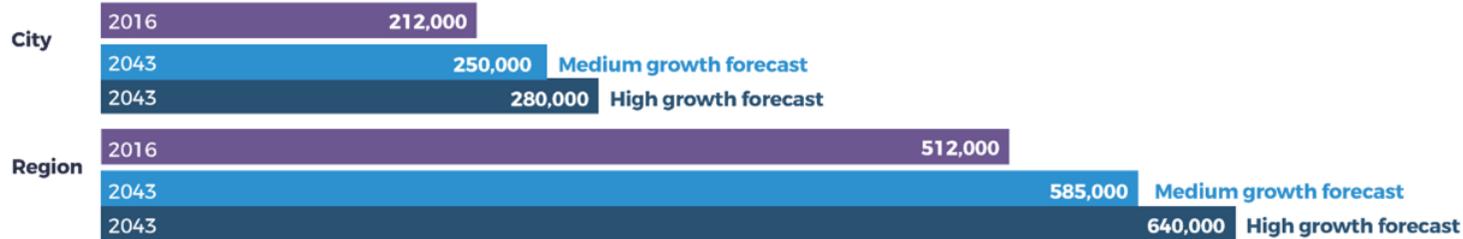


* Deutsche Bank Most Liveable Global City 2017 & 2018
** Lonely Planet 2018

* In the morning peak 7-9am weekdays

The central city – the core of a growing region

POPULATION



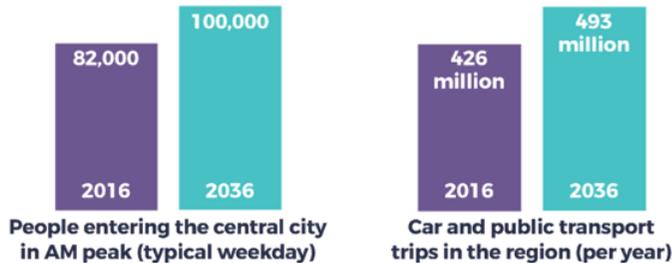
JOBS



More than 40% of the region's jobs are in the central city

55% to 60% of the region's job growth to 2043 is projected to be in the central city

GROWING TRIP DEMAND



By 2030, the number of passengers using Wellington Airport each year will more than double, from five million to over 10 million, at an average growth rate of 3.4% per year.¹

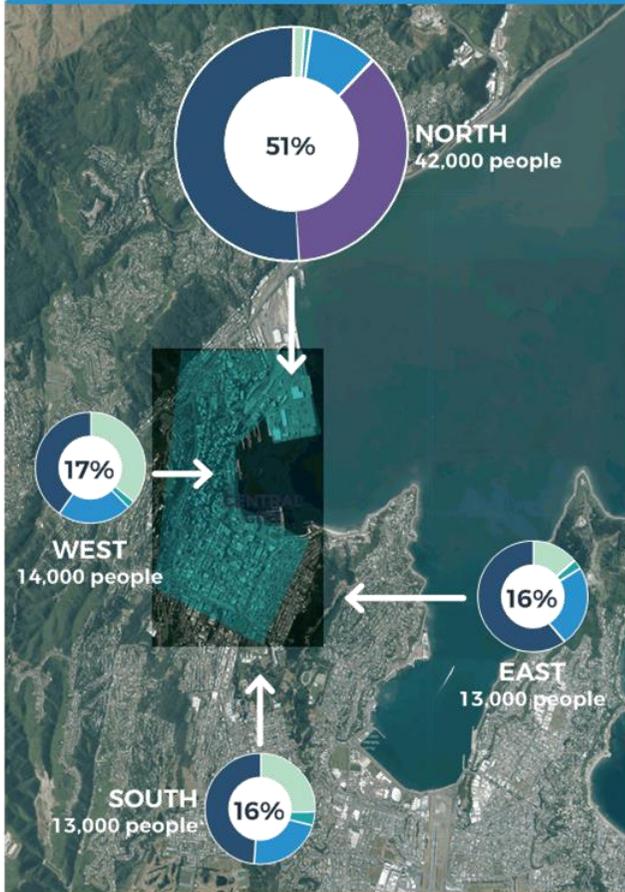


Emergency department attendances will increase 60% between 2016 and 2030, or more than 36,000 additional visits.²

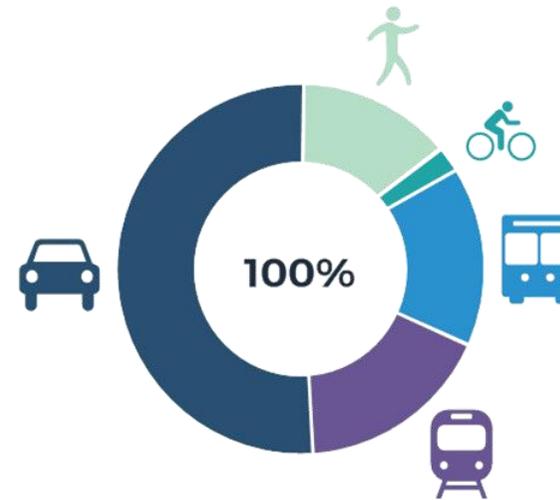
¹ Wellington International Airport Master Plan
² Capital and Coast DHB Health System Plan 2030

The central city – a focus of regional movements

DIRECTION: IN THE MORNING PEAK¹ WHERE DO PEOPLE ENTER THE CENTRAL CITY FROM?



MODE: IN THE MORNING PEAK¹ HOW DO PEOPLE ENTER THE CENTRAL CITY (ALL DIRECTIONS)?



KEY FACTS

82,000 people enter the central city in the morning peak.

HALF of these are in cars, **mostly single-occupancy vehicles**

60% of people coming from the east are in cars

PUBLIC TRANSPORT is highest for people travelling from the north (46%)

80,000-90,000 people work in the central city and **25,000 residents** make trips for work and leisure

¹ Figures are for the morning peak – 7am to 9am on a typical working weekday.

Growth is creating major challenges

WELLINGTON IS A GREAT PLACE TO LIVE, WORK, STUDY AND VISIT. BUT OUR TRANSPORT SYSTEM IS STARTING TO CONSTRAIN THE CITY AND REGION'S LIVEABILITY, ECONOMIC GROWTH AND PRODUCTIVITY.

THESE DRIVERS AND CONSTRAINTS...



Population growth



Land use changes



Economic growth



Constrained geography

...ARE HAVING THESE EFFECTS



Housing pressures



Northern growth pressures



Traffic congestion



Safety issues for walking and cycling



Conflict on transport corridors



Disruption from unplanned events

THE TRANSPORT SYSTEM IS APPROACHING CAPACITY

In recent years, most of the growth in travel demand has been due to more walking and cycling, and more use of trains and buses especially to the central city.



Buses are caught in traffic congestion so service efficiency and reliability is severely compromised. Even after the 2018 network changes, Wellington's buses operate near capacity during the peak.



Private vehicle use in the central city has been held in check by congestion, and the cost of commuter car parking. At peak times, parts of the network and routes to the central city operate at capacity.



Traffic impacts negatively on amenity in the central city, and on the safety and convenience of walking and cycling.



In the peak, the commuter rail network is close to capacity. Patronage has grown 20% in the peak over five years.

TRANSPORT, INTENSIFICATION, AND GROWTH

Transport plays a key role in facilitating Wellington's growth, in particular supporting intensification of the central city and the high quality of life it has to offer.

Enabling more people to live and move around the central city is desirable economically as it supports an increasingly productive economy by matching innovative businesses with a highly-skilled labour pool.

Good job opportunities and a high quality of life tend to attract talented people to the city. Intensification is desirable environmentally as it reduces the need for people to travel long distances to access the city.

Doing nothing is not an option

IF WE DON'T ACT

- X** The central city won't cope with more buses
- X** Trains and buses will become even more crowded, and the road network will become increasingly congested
- X** Travel times will become more unreliable no matter how you get around, freight and deliveries will become more inefficient
- X** There won't be enough transport capacity to cope with medium growth projections
- X** Deaths and serious injuries will remain unacceptably high
- X** Walking and cycling will become less attractive options
- X** The transport system will remain vulnerable to disruption - from small day-to-day incidents and large-scale events.

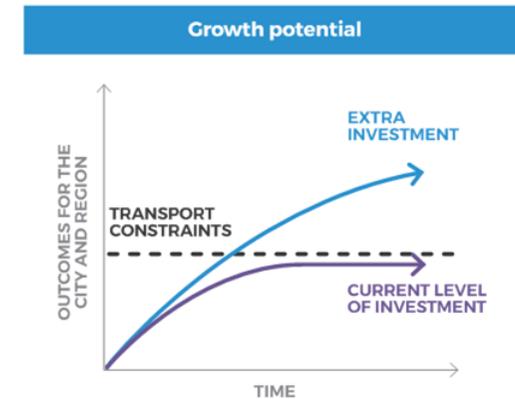
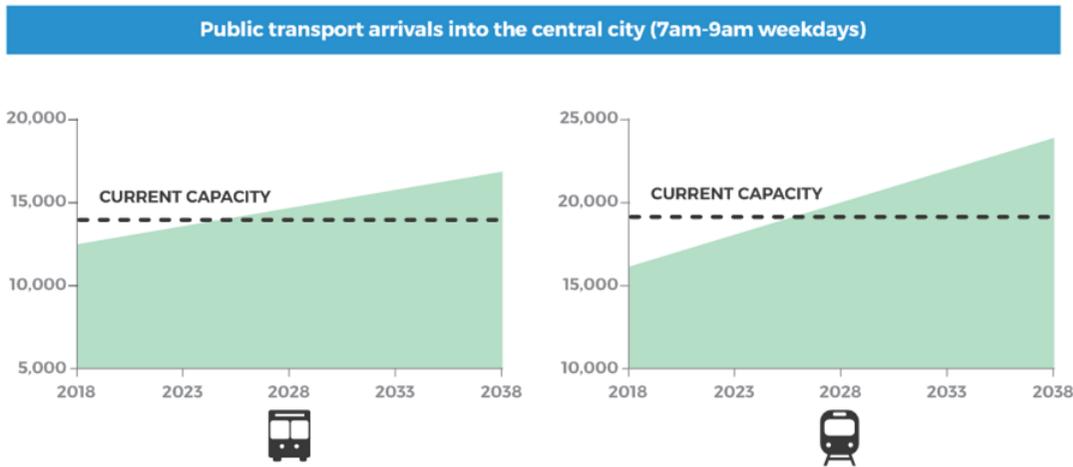
TRANSPORT CONSTRAINTS WILL LIMIT THE REGION'S GROWTH

Without extra investment, the central city won't have enough transport capacity to meet the projected growth in population and employment over the medium-term.

The central city hosts the highest concentration of jobs and productivity in the region.

Constraining its growth will impact the economic prosperity of the region as a whole.

BUSES AND TRAINS WILL BE OVER-FULL BY 2028





**CONSTRAINING THE CITY'S
GROWTH WILL IMPACT ON
THE PROSPERITY OF PEOPLE
AROUND THE REGION**

10

Unreliable travel times are adding to frustration

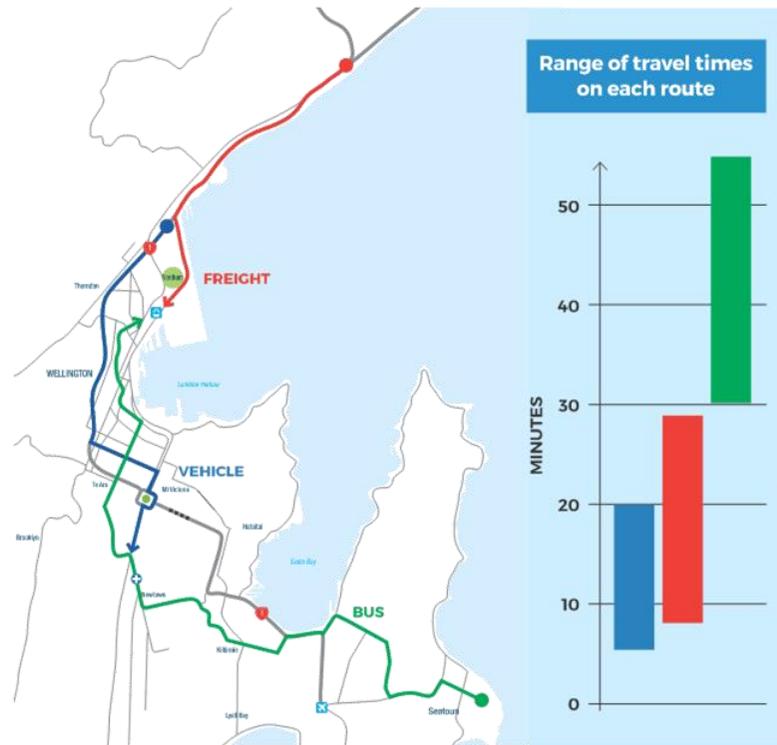
TRAVEL TIMES ARE UNRELIABLE

As the transport network becomes increasingly congested, travel times are becoming more variable, and people need to allow more time for their journeys.

AND THERE IS GROWING FRUSTRATION

People and businesses are becoming increasingly frustrated with delays, disruption, and the lack of available travel choices.

Travel time reliability, sample routes and modes



Some problems people experience

The infographic lists several common frustrations:

- Traffic congestion and inefficient public transport
- There aren't enough buses at peak times
- "Too many cars in the CBD and conflicts between cars, buses, cyclists and pedestrians"
- "Getting across town"
- Traffic at peak hours
- Waiting too long to cross at lights
- Lack of cycle lanes and dedicated bus lanes, why do buses have to sit in traffic?
- "Driving across the city"
- "Lack of parking and traffic congestion"
- I don't feel safe when cycling
- "The traffic around the Basin Reserve"
- Public transport is expensive, particularly when travelling with children or changing routes
- Don't do jobs in the east after lunch - too much traffic
- "Parking and too much traffic going through the central city"
- I have to leave much earlier to get to work on time
- "We need an extra truck because one is always stuck in traffic"

Feedback supports major change

SCENARIOS FOR WELLINGTON'S TRANSPORT FUTURE



In late 2017 we released four scenarios for Wellington's transport future and asked for public feedback :

Scenario A - focused on prioritising walking, public transport and cycling, and improving amenity and safety, especially in the central city

Scenario B - added further investment, reducing conflicts at the Basin Reserve, creating a mass transit system on a spine route splitting at the Basin Reserve, and providing better access to the east

Scenario C - added a new tunnel and urban park in Te Aro, to reduce traffic conflicts and unlock redevelopment opportunities

Scenario D - added more capacity through the Terrace Tunnel and a fourth lane southbound on the state highway between Ngauranga and Aotea Quay, enabling less through traffic on the waterfront quays, improving amenity in the central city and access to the port from the north.

STRONG SUPPORT FOR CHANGE

We received feedback from over 2,000 people and 50 stakeholder groups. Of those who stated a preference, the largest proportion supported Scenario D, with significant support for Scenario A. Within Scenario A there was a strong sense that the scenario didn't do enough to improve public transport.

KEY FEEDBACK THEMES

- 1 **Support for better public transport: now and long-term**
- 2 **Universal support for less congestion**
- 3 **Widespread support for walking and cycling**
- 4 **Opposition to new infrastructure increasing car use**
- 5 **A regional, integrated approach is required**
- 6 **It is time to act, while being mindful of cost**
- 7 **Future-proofed solutions are needed**
- 8 **Basin traffic flow issues need solving: but diverse views are held**
- 9 **Wellington-specific solutions are required**

Public opinion backs significant interventions

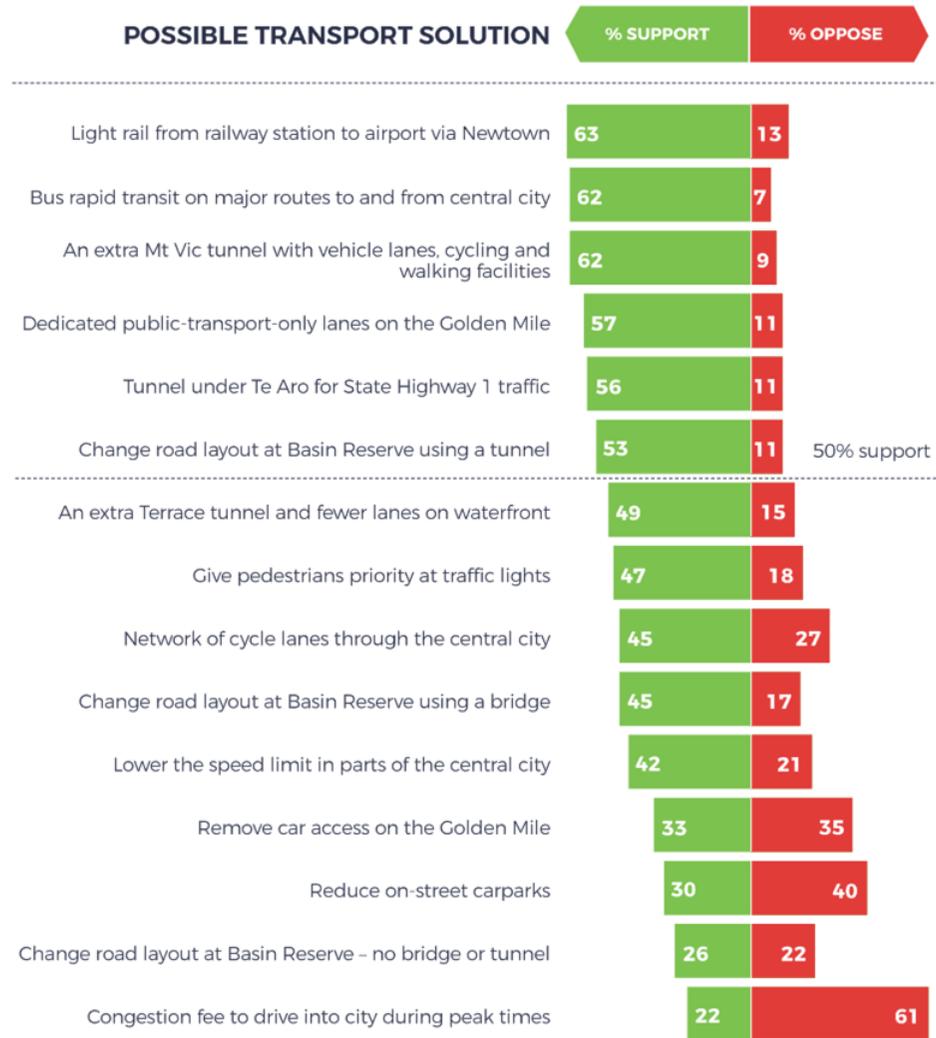
PUBLIC OPINION SURVEY RESULTS

To supplement the feedback from the public engagement, Research NZ was commissioned to undertake an independent public opinion survey of Wellington City and region residents.

This survey allowed us to hear from a wide cross-section of the public who may not have engaged with LGWM so far.

In the public opinion survey 1,334 residents were asked how much they supported or opposed a range of possible transport solutions

NOTE: The survey presented respondents with possible solutions to improve transport in Wellington, and asked them how much they support or oppose each solution on a ten-point scale. Respondents were considered to support a solution when they scored it from 7 to 10, oppose it when they scored it 0 to 3, and were neutral about it when they scored it from 4 to 6.



13

Developing a bold plan

THE COMMUNITY'S INPUT HAS SHAPED THE RECOMMENDED PROGRAMME

We considered the feedback themes and the public's preferences along with results from the public opinion survey.

Further analysis showed a single public transport spine through the central city on the Golden Mile would not meet growing demand for public transport and future mass transit.

The LGWM Governance Group challenged the team to be bold and develop a long-term solution including:

- High-quality walking and cycling
- Mass transit from the station to the airport on a second spine through the central city, integrated with land use so transport investment and urban development support each other
- State highway improvements for all modes to reduce conflicts and help remove cars from the central city
- A smarter transport network including pricing

To learn more, read the Recommended Programme of Investment









Artist impression - possible solution

October 2018 Recommended Programme of Investment

Published May 2019

Let's GET Wellington MOVING





Overview

MAKING WELLINGTON A BETTER PLACE BY MOVING MORE PEOPLE WITH FEWER VEHICLES

LGWM used the community's feedback, and our extensive technical work, to develop this Recommended Programme of Investment.

This was endorsed by the LGWM Governance Group in late 2018.

The recommended programme reflects the partners' ambitions for improving Wellington's transport system over the next two decades.

It is a high-level, whole-of-system approach that will enable the growth of the city and the region.

It seeks to integrate urban development with transport investment, and help people get around, whether you're walking, cycling, using public transport, or driving.

At its heart, the programme seeks to deliver a multi-modal transport system that moves more people, goods and services reliably, with fewer vehicles.

FUNDING AND AFFORDABILITY

Once the Recommended Programme of Investment was endorsed by the LGWM Governance Group, it was shared with central government due to its scale and the funding challenges it presents.

The LGWM vision and the recommended programme are ambitious. The Governance Group challenged the LGWM team to be bold so we didn't miss any opportunities to support the city and region's success. As such, LGWM acknowledges the programme as a whole is unlikely to be fundable within current transport funding settings.

However, LGWM's focus on integrating land use with transport investment has the potential to deliver large benefits via urban regeneration and uplift – especially from a new mass transit system.

With this in mind, members of the LGWM Governance Group engaged with transport ministers to develop an innovative funding model for LGWM and to seek support for an initial package of investments that would allow early and substantial progress to be made in realising the ambitions of the recommended programme.

THE INDICATIVE PACKAGE

The recommended programme was agreed by LGWM in late 2018 and used as the starting point for engagement with central government on the way to developing an indicative package.

The government announced the **indicative package for LGWM** on 16 May 2019.

The indicative package includes many, but not all, of the elements in the recommended programme.

The recommended programme



Moving more people with fewer vehicles

OUR STRATEGIC APPROACH

1 Make the most of what we have

- Optimise the transport system and make it safer
- Encourage people to walk, cycle, and use public transport more, and use cars less

2 Deliver a step change in public transport

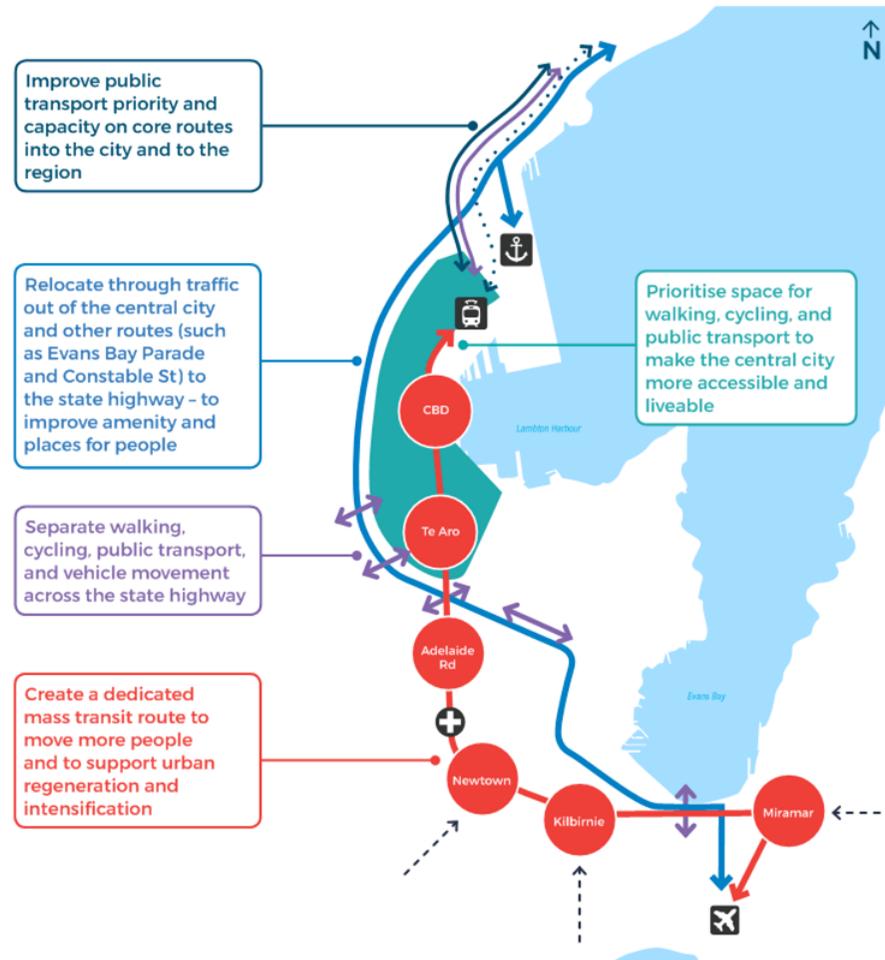
- Substantially improve public transport capacity, quality and performance
- Encourage urban intensification near public transport

3 Improve journeys to, from and in the central city

- Prioritise people walking, cycling, and using public transport on key corridors
- Improve accessibility and amenity of places and streets
- Ensure those who need to use private vehicles can (e.g. deliveries)

4 Improve journeys through and around the central city

- Reduce conflicts between different transport users and traffic flows
- Increase the resilience and reliability of our transport corridors, especially to the hospital, port, and airport



The recommended programme

A WHOLE OF SYSTEM APPROACH – A RANGE OF IMPROVEMENTS THAT WORK TOGETHER

HIGH QUALITY WALKING AND CYCLING

So our streets are safer and better places for people

- Safer speeds in and around the city
- Walking improvements through the central city including:
 - Footpath widening
 - Improved crossing facilities and reduced waiting times
 - Better shelters, signage, lighting
- New dedicated walking access through Mt Victoria
- Public space improvements, for example, Dixon, Mercer, through Te Aro, Basin Reserve
- A network of connected cycleways through the central city
- New dedicated cycleways connecting through Mt Victoria, along Adelaide Rd. and Vivian St
- New pedestrian crossings, including Cobham Drive



BETTER PUBLIC TRANSPORT WITH HIGH-CAPACITY MASS TRANSIT

So people have more travel choices, and buses and trains are more reliable and attractive

- Mass transit from the railway station to the airport via a new waterfront spine, Taranaki Street, the hospital, Newtown, Kilbirnie, and Miramar (see page 9)
- Bus priority improvements:
 - Golden Mile spine, with general traffic removal on Willis and parts of Lambton and Courtenay
 - Core routes into the city such as Thorndon Quay and Hutt Road
- High quality, high frequency buses
- Increased rail network capacity*
- Integrated ticketing*

*Implemented outside of LGWM



The recommended programme (continued)

A WHOLE OF SYSTEM APPROACH – A RANGE OF IMPROVEMENTS THAT WORK TOGETHER

URBAN DEVELOPMENT LAND USE CHANGES INTEGRATED WITH TRANSPORT

So people have better travel choices near where they live and work

- District plan changes
- Other tools to increase housing
- Building where the market can't deliver
- Capturing increases in land value to support infrastructure investment



SMARTER TRANSPORT NETWORK WITH ROAD PRICING

So people and goods make better use of our transport system with fewer cars

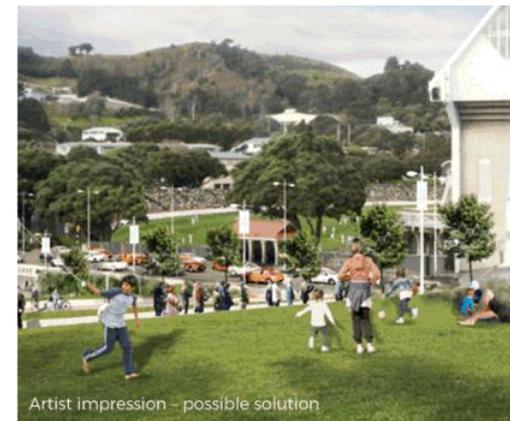
- Smarter pricing (e.g. parking/cordon charges)
- Mobility as a Service for Wellington
- Network optimisation, safety and operations improvements
- Enhanced Travel Demand Management (TDM)
- Integrated network operating system
- Align parking policy and management with the programme



MULTIMODAL STATE HIGHWAY IMPROVEMENTS

To relocate cars out of the central city and enable better public transport, walking and cycling, and so people can get to key destinations, such as the hospital and airport, more reliably

- Basin Reserve improvements (see page 11)
- Extra Mt Victoria Tunnel and widening Ruahine St/Wellington Rd
- Reconfiguring SH1 into a tunnel under a new city park in Te Aro
- Extra Terrace Tunnel
- SH1 Southbound widening between Ngauranga and Aotea Quay



What could Wellington's future look like?



Artist impression - possible solution

Mass transit

CONNECTING THE CENTRAL CITY TO NEWTOWN, MIRAMAR AND THE AIRPORT, SUPPORTING URBAN REGENERATION



Mass transit will improve travel choice through the city with attractive public transport on a second spine along the waterfront quays. Mass transit will help shape a more compact and sustainable city and region.

Mass transit will be part of the wider public transport network, with:

- High frequency services (every 10 minutes or less)
- Modern, high capacity electric vehicles with superior ride quality
- Fast loading and unloading
- Dedicated lanes with signal priority
- High quality stations with level boarding

Phased development:

- Phase 1: Railway Station to Newtown
- Phase 2: Extension to Miramar and the airport

KEY ISSUES

Further investigation is needed on:

- Technology (vehicle type)
- Route choice and extensions
- The potential for urban development
- Integration with the wider public transport network
- Funding options
- Supporting land use and policy changes to enable urban development and support the investment in mass transit

FURTHER WORK IS NEEDED IN LGWM'S NEXT STAGE TO INVESTIGATE MASS TRANSIT, AND DETERMINE THE MOST APPROPRIATE MODE AND ROUTE, AND HOW BEST TO INTEGRATE IT WITH OTHER PROGRAMME ELEMENTS

A more walkable and attractive central city

BETTER FACILITIES AND PRIORITY FOR PEOPLE WALKING



Walking and public space improvements in the central city will help create an environment that's safe and attractive for people to walk around, and that makes walking a more pleasant transport option for more people.

Walking improvements will include:

- Accessibility and amenity improvements – including wider footpaths, improved crossings and priority, shelter, signage, lighting – on main walking routes
- Setting safer speeds for vehicles in the central city and on State Highway 1 east of Mt Victoria
- Larger-scale walking improvements, to support high-quality public spaces
- Walking improvements included in major programme elements, for example high-quality walking access through Mt Victoria, and walking priority across the state highway in Te Aro
- A safe crossing for people walking and cycling on State Highway 1 Cobham Drive



Unblocking the Basin

IMPROVING ACCESS FOR ALL MODES WHILE ENHANCING THE BASIN'S VALUE FOR THE COMMUNITY



Improvements near the Basin Reserve will reduce conflicts between different travel movements and modes, creating more reliable access around the Basin regardless of how people travel, and better connections with the community.

Improvements will include:

- Minor at-grade changes in the short-term to improve reliable access for all modes
- Grade separation between north-south movements, east-west movements, and any mass transit corridors

KEY ISSUES

- Further investigation is needed once the mass transit route is decided to determine which form of grade separation will provide the best outcomes for the transport network and the community
- Engagement with the community will be needed to explore and develop a design that achieves transport outcomes, is sympathetic to the local geography, enhances the use of the Basin, and improves amenity around the reserve.



OPTIONS FOR GRADE SEPARATION WILL DEPEND ON KEY DECISIONS ABOUT THE MASS TRANSIT MODE AND ROUTE THAT REQUIRE MORE DETAILED INVESTIGATION

Te Aro improvements

REDUCING THE IMPACT OF TRAFFIC THROUGH TE ARO BY REMOVING CONFLICTING MOVEMENTS



Putting the state highway into a new tunnel under Te Aro and creating a new urban greenspace above the tunnel will reduce severance in the Te Aro community and significantly improve the urban environment. It will enable regeneration and housing intensification close to jobs, education, and public transport. And it will give people walking, cycling, and on the bus, priority crossing over the state highway. It will also improve regional access to key destinations such as the hospital and airport.

Improvements will include:

- Undergrounding State Highway 1 in both directions on the inner-city bypass alignment
- Creating a transformational green space above (see illustrations)
- Removing state highway traffic from Vivian Street and Kent/Cambridge Terraces and making Vivian Street a two-way city street

KEY ISSUES

Further investigation is needed to decide on:

- The form, feasibility, and cost of undergrounding
- The potential for urban regeneration and uplift
- Integration with other programme elements
- Engagement with the community will be needed to explore and develop a design that achieves the programme's outcomes and maximises the opportunities that the new park will bring





Programme sequence

INDICATIVE TIMING

by 2024

Deliver early improvements including walking, cycling, and public transport that will help keep Wellington moving while starting investigation and design of larger programme elements

UNDERWAY*

Mass transit preparatory work - city to Newtown

Bus priority to the city

District plan changes

Smarter pricing

Basin improvements

Extra Mt Victoria tunnel

Ruahine St/Wellington Rd walking, cycling, widening

* Includes detailed investigation, design, consultation, consenting, and/or early construction work

ESTIMATED TOTAL CAPITAL EXPENDITURE: **\$0.6 BILLION***

*2018 dollars

Central city walking

Integrated ticketing*

Mobility as a service

Network optimisation

Enhanced TDM

Integrated system operation

* Progressed outside the LCWM programme

Increased rail capacity*

Thorndon Quay/Hutt Road - prioritising buses and improving walking and cycling

Safer speeds in central city

Golden Mile - prioritising buses and improving walking and cycling.

Public space improvements

Connected central city cycleway network

Safer speed limits on SH1 east of Mt Victoria

New Cobham Drive walking and cycling crossing

Map is indicative only
Smaller projects are not shown



INDICATIVE TIMING

After 2029

Connect mass transit to the airport, adapt the programme to changing technology and to the city and region's growth

Technology review

Ngauranga to Aotea Quay

Extra Terrace Tunnel

Vivian St transformed into a two way city street with walking and cycling enhancements

Relocate SH1 southbound from Vivian St into a new tunnel under Te Aro

New city park over Te Aro tunnel

Mass transit - Newtown to airport

Map is indicative only
Smaller projects are not shown



ESTIMATED TOTAL CAPITAL EXPENDITURE: **\$1.7 BILLION***

*2018 dollars



Artist impression - possible solution

Estimated programme performance

Evaluating the recommended programme

ASSESSING PERFORMANCE

LGWM used a range of assessment techniques, including transport modelling, to assess the programme's performance against Key Performance Indicators (KPIs). Other performance measures will be developed as the programme develops.

PROGRAMME OBJECTIVES	KEY PERFORMANCE INDICATORS	ASSESSMENT
 LIVEABILITY	 Amenity	The quality of the urban environment, including greenspace, urban design, traffic volumes/speeds and pedestrian space
 ACCESS	 Carbon emissions	Transport-related CO2 emissions in the central city
 REDUCED CAR RELIANCE	 Urban development potential	Opportunities for urban development and value uplift
 SAFETY	 Travel time reliability	The reliability of travel time by different modes to key regional destinations
 RESILIENCE	 Network catchment	The number of people living within 30 minutes of key destinations
	 System occupancy	The ratio of people travelling to the central city (by all modes) against the number of private vehicles
	 Level of service walking	Delays for people walking in the central city
	 Level of service cycling	The quality of cycling facilities
	 Safety for walking and cycling	The safety benefits for people walking and cycling in and around the central city
	 Network resilience	Network resilience to disruption caused by large-scale natural hazards

ESTIMATED PROGRAMME PERFORMANCE

Liveability



AMENITY

Measure of the quality of the urban environment including greenspace, urban design, traffic volumes/speeds, and pedestrian space

Amenity will improve due to more and better walking space, urban activation along side streets, street enhancements along the mass transit route, and lower traffic speeds and volumes.

AMENITY IN SELECTED AREAS



CARBON EMISSIONS

Transport-related CO2 emissions

Emissions are projected to decline due to changes in the vehicle fleet (fuel efficiency and electric vehicles). The programme contributes a further 18% reduction in emissions within the CBD. Road pricing will have the biggest impact on emissions and the programme includes good public transport, walking and cycling options to enable pricing. Mass transit supports more intensive development so more people use public transport and more destinations are walkable and cycleable.

EMISSIONS PER PERSON (2013 = 100)



URBAN DEVELOPMENT POTENTIAL

Assessment of the opportunities for urban development and value uplift

Mass transit will facilitate regeneration and more intensive development around stops. This will contribute to land value increase from additional development and jobs facilitated by intensification.

POTENTIAL FOR URBAN DEVELOPMENT



ESTIMATED PROGRAMME PERFORMANCE

Efficient and reliable access

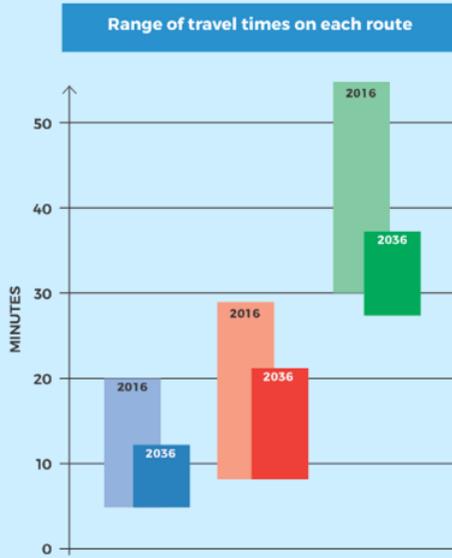


TRAVEL TIME RELIABILITY

The reliability of travel time for journeys by different modes to key regional locations

Travel time reliability to and through the central city and to key regional destinations will improve.

TRAVEL TIME RELIABILITY, SAMPLE ROUTES (MINUTES)



20



NETWORK CATCHMENT

The number of people living and working within 30 minutes of key locations

Accessibility to the central city and key regional destinations will improve by all modes. In 2036, the programme will increase the number of people within 30 min of Wellington CBD by public transport by 58,000 (36%) and the number of people within 30 min drive of the airport by 75,000 (50%).

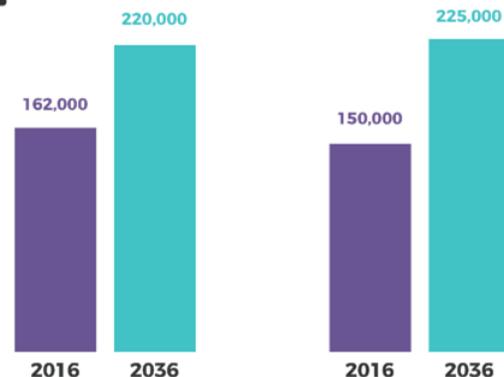
TRAVEL TIME RELIABILITY, SAMPLE ROUTES (MINUTES)*



30 min public transport access to Civic Square



30 min vehicle access to airport



* In the morning peak 7-9am weekdays

ESTIMATED PROGRAMME PERFORMANCE

Reduced reliance on private vehicles

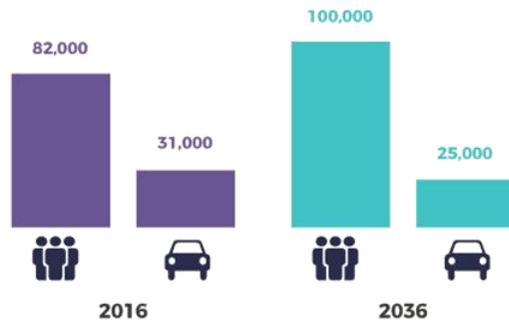


SYSTEM OCCUPANCY

The ratio of people entering the central city (by all modes) against the number of vehicles entering the central city

System occupancy will increase due to more use of public transport, walking and cycling, fewer vehicles entering the central city, and increased car occupancy due to pricing.

PEOPLE AND VEHICLES ENTERING THE CENTRAL CITY IN THE MORNING PEAK



LEVEL OF SERVICE WALKING

Delays for people walking in the city

Key outcomes for people walking:

- ✓ Less traffic across the central city
- ✓ Less waiting time at crossings in the central city
- ✓ Pedestrian crossing priority will be enhanced along key pedestrian routes
- ✓ Community severance will be reduced due to walking priority across the state highway in Te Aro
- ✓ Improvements for people crossing the road at stations along the mass transit corridor will provide a benefit to mass transit users and others



LEVEL OF SERVICE CYCLING

An assessment of the quality of cycling facilities

The level of service for cycling will improve from poor to good or very good in the central city and when connecting to the east. Some improvement to the north and south.

CYCLE, LEVEL OF SERVICE MEASURE, DANISH ROAD DIRECTORATE



ESTIMATED PROGRAMME PERFORMANCE

Safety and resilience

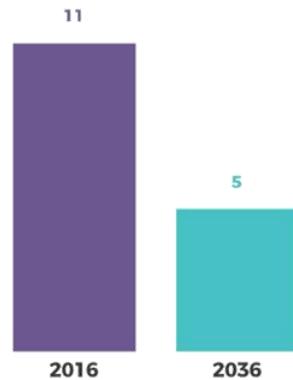


SAFETY FOR WALKING AND CYCLING

An estimate of the safety benefits for people walking and cycling in and around the central city

There will be fewer fatal and serious injury crashes for people walking and cycling due to reduced traffic volumes in the central city, reduced conflicts along the state highway, and lower traffic speeds.

ANNUAL DEATHS AND SERIOUS INJURIES, WALKING AND CYCLING



NETWORK RESILIENCE

An assessment of the network's resilience to disruption caused by large-scale natural hazards

Access between communities and key regional facilities (hospital, airport, port) will be more secure following a large-scale natural hazard event.

The transport network will be more resilient to small scale disruption due to additional capacity on both traffic and public transport networks.

ESTIMATED PROGRAMME PERFORMANCE

Other significant impacts



PARKING

On-street car parks will need to be removed

Where: Through the central city and along main corridors to south, east, north

Why: To reallocate space to moving people

The number of parks affected and location will be determined as detailed design progresses. An initial estimate is that up to 1,500 on-street car parks may be affected.

MITIGATION:

Parking mitigation strategy will be a key element of the programme

Improvements to public transport and walking and cycling links, coupled with pricing, will reduce the demand for parking



BUILT ENVIRONMENT AND HERITAGE

Private property and heritage items will be affected

Where: Along the mass transit route and the state highway

Why: To provide space for mass transit and other key infrastructure works

The impacts may include land take, impact on property frontage or setting, or require a building to be adapted or moved.

MITIGATION:

Detailed design will acknowledge the requirement to preserve heritage features and enhance the overall built environment

Property impacts will be avoided or minimised where possible through detailed design



CONSTRUCTION DISRUPTION

Road or lane closures, reduced speeds, stop/start conditions, and some restrictions on property access will be required

Where: Through the central city and along main corridors to south & east – mass transit and the state highway

Why: To accommodate construction of new and improved infrastructure

Disruption during construction will be significant and city-wide.

MITIGATION:

Sequencing and control will be important to manage demand and available capacity

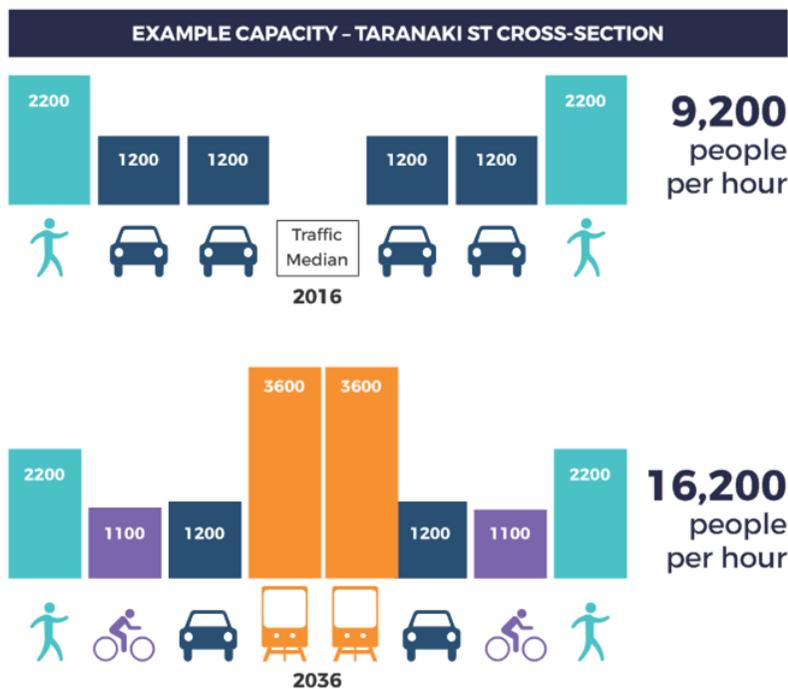
Travel demand management techniques will be employed

ESTIMATED PROGRAMME PERFORMANCE

Moving more people with fewer vehicles

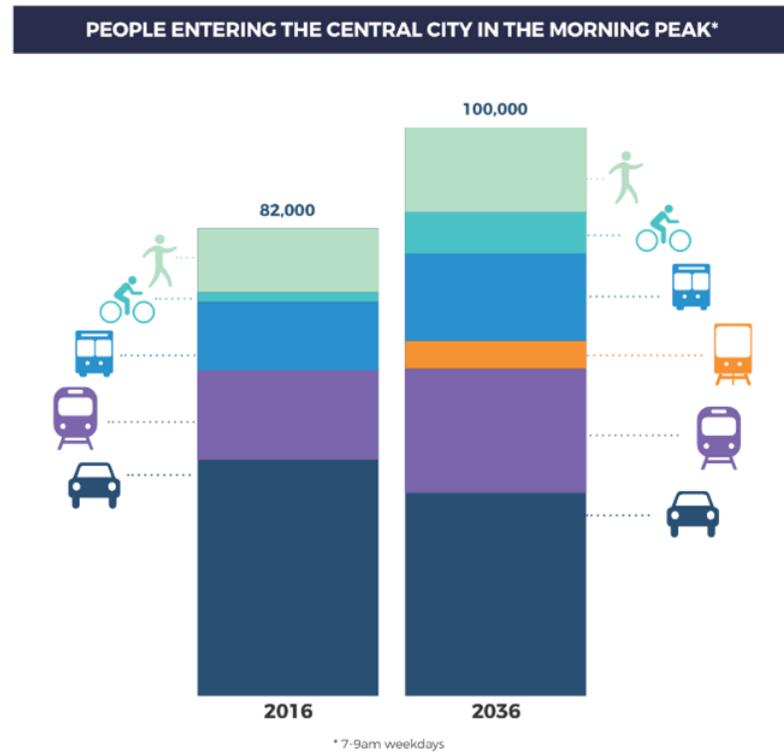
IMPROVING CAPACITY ON KEY ROUTES

By improving facilities for walking, cycling, and public transport, and creating dedicated/priority routes, key roads can carry many more people at peak times.



REDUCING RELIANCE ON PRIVATE VEHICLES

18,000 more people are forecast to travel into the central city with 6,000 fewer cars.



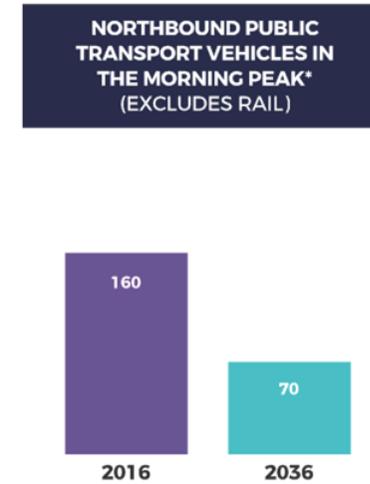
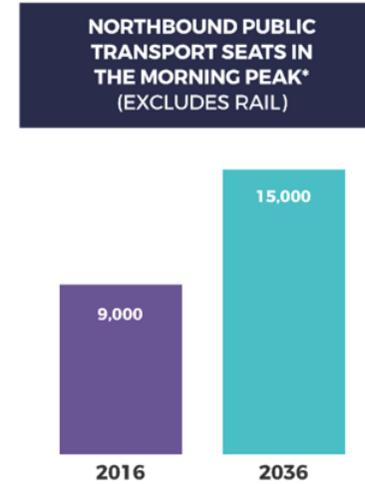
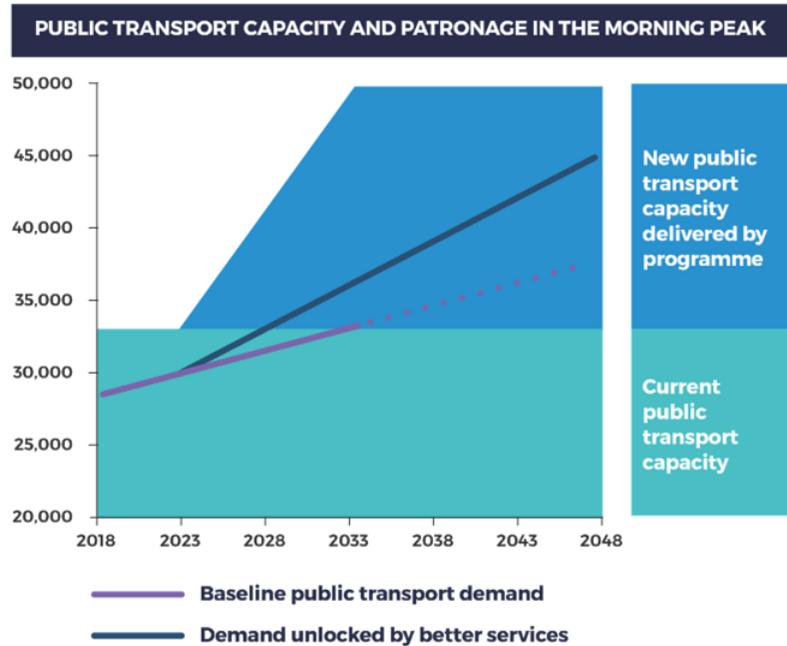
ESTIMATED PROGRAMME PERFORMANCE

A step-change in public transport

MORE CAPACITY WILL UNLOCK DEMAND

The programme will deliver a step-change in public transport. An increase in capacity and higher-quality services are forecast to unlock demand.

MORE PUBLIC TRANSPORT CAPACITY, FEWER PUBLIC TRANSPORT VEHICLES IN THE CENTRAL CITY



* 7-9am weekdays

Economics



Artist impression – possible solution

Economics

COSTS

Estimated capital costs of the key elements of the recommended programme are shown below.

Mid-range capital cost estimate

Element	\$m*
Walkable city	70
Connected cycleways	30
Public transport	300
Mass transit - city to Newtown	990
Mass transit - Newtown to airport	450
Smarter transport network	30
Smarter pricing	30
Extra Mt Victoria tunnel and Ruahine/Wellington Rd	480
Basin Reserve improvements	130
Extra Terrace Tunnel and 4th lane southbound	400
Te Aro Tunnel and park	1,100
TOTAL	4,010

* 2018 dollars

BENEFITS

The programme is estimated to contribute significant benefits to the city and region including:

- Health benefits from more walking, cycling, and walking to public transport
- Liveability benefits from higher amenity and more green space
- Safety benefits for people walking, on bikes, and in cars due to fewer and less serious crashes
- Environmental benefits such as lower carbon emissions and less noise
- Travel time benefits
- Wider economic benefits from higher productivity and land value uplift
- More reliable, more pleasant and less crowded travel offered by mass transit
- Changes in future distribution of housing in the city and region

BENEFIT COST RATIO

Economic assessment estimates that the programme Benefit Cost Ratio (BCR) will be in a range from 0.6 to 1.4 (see summary below).

Taking account of costs to government, excluding possible third party revenues, the alternative BCR Government (BCR-G) is between 0.7 to 1.7.

Applying a lower discount rate (4% instead of 6%) would increase the full BCR range to 0.7 to 1.7, and the BCR-G to 0.8 to 2.0.

Applying both a 4% discount rate and a longer evaluation period (60 years instead of 40 years) would increase the full BCR to 0.9 to 2.1, and the BCR-G to 1.0 to 2.4.

INDICATIVE BCR SUMMARY

- RECOMMENDED PROGRAMME OF INVESTMENT

	Full cost BCR			Cost to Government BCR-G		
	Lower benefits	Central	Higher benefits	Lower benefits	Central	Higher benefits
BCR	0.6	1.0	1.4	0.7	1.2	1.7



ADOPTION OF 2019/20 ANNUAL PLAN

Purpose

1. This report provides for the adoption of the 2019/20 Annual Plan incorporating decisions and recommendations of the Long-term and Annual Plan Committee.

Summary

2. The Council's 2019/20 Annual Plan is provided for adoption. This follows:
 - Revenue and Finance Working party consideration of the fees and user charges in relation to the revenue and financing policy.
 - Preparation and workshops with elected members.
 - Consultation during April/May 2019, including a virtual forum.
 - An oral forum and oral hearing in May 2019.
 - Long-term and Annual Plan Committee consideration of all community feedback
 - Long-term and Annual Plan Committee deliberation on changes and a recommendation to Council of a final 2019/20 Annual Plan.

Recommendation/s

That the Council:

1. Receives the information.
2. Notes that the Long-term and Annual Plan Committee considered the issues raised in written and oral submissions at its meeting of 6 June 2018.
3. Notes that the 2019/20 Annual Plan (attached as Attachment 1) has been prepared based on the decisions and recommendations of the Long-term and Annual Plan Committee meeting of 6 June 2019.
4. Adopts the 2019/20 Annual Plan (Attachment 1) including:
 - a. Our work in detail, the statements of service provision (including performance information).
 - b. A schedule covering the activities of Council's Council Controlled Organisations.
 - c. A schedule of changes to fees and charges.
 - d. Forecast Financial Statements.
 - e. Funding Impact Statement (including a change to the General Rates Differential to 3.25:1 for Commercial, Industrial & Business: Base).
 - f. Annual Plan disclosure statement.
 - g. Statement concerning the balancing of the budget.
 - h. Project and Programme budgets.
5. Notes that having adopted the 2019/20 Annual Plan (including the 2019/20 Funding Impact Statement), the rates for the year commencing on 1 July 2019 and concluding on 30 June 2020 will need to be set by Council in accordance with section 23 of the Local Government (Rating) Act 2002, as outlined in the 2019/20 Rates Setting paper.
6. Delegates to the Chief Executive and the Mayor the authority to make any editorial changes that may arise as part of the publication process, and any changes that occur

as a result of decisions made at this Council meeting of 26 June 2019.

Background

3. The 2019/20 Annual Plan describes the second year of the current long-term plan, Our 10-Year Plan 2018-28. It describes the variances from the long-term plan and outlines the activities and services that will be delivered in the coming year. The purpose of the annual plan process is to:
 - Support the long-term plan in providing integrated decision-making and the coordination of Council resources.
 - Detail the annual budget and funding impact statement.
 - Identify and consider the community's views on any variances from the long-term plan for the coming year.

The process

4. The Council's 2019/20 Annual Plan is provided for adoption in line with the Local Government Act 2002. This follows:
 - preparation, consultation and adoption of Our 10-Year Plan 2018-28
 - the adoption of a 2019/20 Annual Plan Consultation Document
 - an engagement process in April and May 2019
 - Committee deliberations on community and stakeholder feedback and consideration of recommendations/decisions on the Annual Plan.

Discussion

5. As part of producing an Annual Plan the council is required to include this statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the **regulations**).
6. 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.
7. The balanced budget benchmark is met if the Council's revenue equals or is greater than its operating expenses.
8. In 2019/20 the planned revenue falls below the planned operating expenses (meaning the balanced budget benchmark will be at 98% - 2% below the 100% benchmark). This position is due to the treatment of Council's housing property at Arlington sites 1 and 3. Council is entering into a long-term lease agreement for these sites; (see also the Attached Annual Plan document - Part B: Our work in detail, Social and Recreation p28). If this loss were not included the benchmark would have been met.
9. Note that this benchmark does not take balance sheet funding into account, and we do have a balanced budget for operational funding.

Options

Next Actions

Attachments

Attachment 1.	2019-20 CAPEX Operating projects and Programmes ↓ 	Page 81
Attachment 2.	2019-20 OPEX Operating Projects and Programmes ↓ 	Page 85
Attachment 3.	2019-20 Annual Plan Final ↓ 	Page 97

Authors	Anna Barker, Team Leader Financial Planning Deirdre Reidy, Specialist Funding Advisor Rebecca Tong, Senior Advisor Martin Read, Manager Financial Strategy & Treasury Lloyd Jowsey, Team Leader, Planning and Reporting
Authoriser	Martin Read, Manager Financial Strategy & Treasury Andy Matthews, Chief Financial Officer Baz Kaufman, Manager Strategy Hayley Evans, Director, Strategy and Governance (Acting)

SUPPORTING INFORMATION

Engagement and Consultation

The draft 2019/20 Annual Plan was consulted on with stakeholders and the wider community between April and May 2019.

Treaty of Waitangi considerations

Targeted engagement was undertaken with mana whenua as part of the 2019/20 Annual Plan engagement process using existing relationship channels.

Financial implications

This paper presents the 2019/20 Annual Plan

Policy and legislative implications

This report meets all statutory requirements under the Local Government Act 2002, and is consistent with Council policy. Specific changes to Council policies recommended within the report will be engaged upon as part of the 2019/20 Annual Plan engagement process.

Risks / legal

This report meets all statutory requirements under the Local Government Act 2002.

Climate Change impact and considerations

Implications of climate change have been considered in relation to the 2019/20 Annual Plan, and therefore funding implications as related to the funding policies.

Communications Plan

A communications plan for the 2019/20 Annual Plan is in place.

Health and Safety Impact considered

Health and safety impacts have been considered in relation to the 2019/20 Annual Plan, and therefore funding implications as related to the funding policies.

Absolutely Positively Wellington City Council Me Heke Ki Pōneke					
SUMMARY BY CAPEX ACTIVITY					
ANNUAL/LONG TERM PLAN BUDGET REPORT - 1 YEAR					
Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Annual Plan \$'000s
Governance	1.1	Governance information and engagement	2000	Committee & Council Processes	123
Governance Total					123
Environment	2.1	Gardens, beaches and green open spaces	2003	Parks Infrastructure	890
Environment	2.1	Gardens, beaches and green open spaces	2004	Parks Buildings	513
Environment	2.1	Gardens, beaches and green open spaces	2005	Plimmer Bequest Project	798
Environment	2.1	Gardens, beaches and green open spaces	2006	Botanic Garden	958
Environment	2.1	Gardens, beaches and green open spaces	2007	Coastal - upgrades	798
Environment	2.1	Gardens, beaches and green open spaces	2008	Coastal	2,127
Environment	2.1	Gardens, beaches and green open spaces	2009	Town Belt & Reserves	2,160
Environment	2.1	Gardens, beaches and green open spaces	2010	Walkways renewals	641
Environment	2.2	Waste reduction and energy conservation	2011	Southern Landfill Improvement	5,358
Environment	2.2	Waste reduction and energy conservation	2012	Energy Management Plan	0
Environment	2.3	Water	2013	Water - Network renewals	5,808
Environment	2.3	Water	2014	Water - Pump Station renewals	542
Environment	2.3	Water	2015	Water - Water Meter upgrades	26
Environment	2.3	Water	2016	Water - Network upgrades	5,835
Environment	2.3	Water	2018	Water - Network renewals	1,406
Environment	2.3	Water	2019	Water - Reservoir renewals	144
Environment	2.3	Water	2020	Water - Reservoir upgrades	8,256
Environment	2.4	Wastewater	2023	Wastewater - Network renewals	8,340
Environment	2.4	Wastewater	2024	Wastewater - Network upgrades	901
Environment	2.4	Wastewater	2026	Wastewater - Pump Station renewals	1,046
Environment	2.5	Stormwater	2028	Stormwater - Network upgrades	902
Environment	2.5	Stormwater	2029	Stormwater - Network renewals	8,622
Environment	2.6	Conservation attractions	2033	Zoo renewals	882
Environment	2.6	Conservation attractions	2034	Zoo upgrades	308
Environment	2.6	Conservation attractions	2135	Zealandia	769
Environment Total					58,028
Economic Development	3.1	City promotions and business support	2035	Wellington Venues renewals	3,089
Economic Development	3.1	City promotions and business support	2037	Indoor Arena	0
Economic Development Total					3,089

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Annual Plan \$'000s
Cultural Wellbeing	4.1	Arts and cultural activities	2042	Arts Installation	31
Cultural Wellbeing	4.1	Arts and cultural activities	2129	Wellington Convention and Exhibition Centre	16,911
Cultural Wellbeing Total					16,941
Social and Recreation	5.1	Recreation promotion and support	2043	Aquatic Facility upgrades	260
Social and Recreation	5.1	Recreation promotion and support	2044	Aquatic Facility renewals	1,829
Social and Recreation	5.1	Recreation promotion and support	2045	Sportsfields upgrades	440
Social and Recreation	5.1	Recreation promotion and support	2046	Synthetic Turf Sportsfields renewals	1,280
Social and Recreation	5.1	Recreation promotion and support	2047	Synthetic Turf Sportsfields upgrades	0
Social and Recreation	5.1	Recreation promotion and support	2048	Recreation Centre Renewal	383
Social and Recreation	5.1	Recreation promotion and support	2049	ASB Sports Centre	134
Social and Recreation	5.1	Recreation promotion and support	2050	Basin Reserve	6,714
Social and Recreation	5.1	Recreation promotion and support	2051	Playgrounds renewals & upgrades	2,338
Social and Recreation	5.1	Recreation promotion and support	2052	Evans Bay Marina - Renewals	65
Social and Recreation	5.1	Recreation promotion and support	2053	Clyde Quay Marina - Upgrade	77
Social and Recreation	5.2	Community participation and support	2054	Upgrade Library Materials	2,261
Social and Recreation	5.2	Community participation and support	2055	Upgrade Computer Replacement	83
Social and Recreation	5.2	Community participation and support	2056	Central Library upgrades	4,997
Social and Recreation	5.2	Community participation and support	2057	Branch Library upgrades	3,877
Social and Recreation	5.2	Community participation and support	2058	Branch Libraries renewals	314
Social and Recreation	5.2	Community participation and support	2059	Housing upgrades	817
Social and Recreation	5.2	Community participation and support	2060	Housing renewals	3,268
Social and Recreation	5.2	Community participation and support	2061	Community Halls - upgrades & renewals	3,583
Social and Recreation	5.3	Public health and safety	2062	Burial & Cremations	365
Social and Recreation	5.3	Public health and safety	2063	Public Convenience and pavilions	2,943
Social and Recreation	5.3	Public health and safety	2064	Safety Initiatives	107

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Annual Plan \$'000s
Social and Recreation	5.3	Public health and safety	2065	Emergency Management renewals	77
Social and Recreation Total					36,214
Urban Development	6.1	Urban development, heritage and public spaces development	2067	Wgtn Waterfront Development	2,131
Urban Development	6.1	Urban development, heritage and public spaces development	2068	Waterfront Renewals	2,310
Urban Development	6.1	Urban development, heritage and public spaces development	2070	Central City Framework	3,022
Urban Development	6.1	Urban development, heritage and public spaces development	2073	Suburban Centres upgrades	889
Urban Development	6.1	Urban development, heritage and public spaces development	2074	Minor CBD Enhancements	204
Urban Development	6.1	Urban development, heritage and public spaces development	2136	Housing Investment Programme	2,041
Urban Development	6.2	Building and development control	2076	Earthquake Risk Mitigation	33,025
Urban Development Total					43,621
Transport	7.1	Transport	2075	Urban Regeneration Projects	255
Transport	7.1	Transport	2077	Wall, Bridge & Tunnel Renewals	4,235
Transport	7.1	Transport	2078	Road Surface Renewals	1,802
Transport	7.1	Transport	2079	Reseals	2,363
Transport	7.1	Transport	2080	Preseal Preparations	3,731
Transport	7.1	Transport	2081	Shape & Camber Correction	4,539
Transport	7.1	Transport	2082	Sumps Flood Mitigation	236
Transport	7.1	Transport	2083	Road Corridor New Walls	2,474
Transport	7.1	Transport	2084	Service Lane Improvements	54
Transport	7.1	Transport	2085	Tunnel & Bridge Improvements	4,085
Transport	7.1	Transport	2086	Kerb & Channel Renewals	2,277
Transport	7.1	Transport	2087	Vehicle Network New Roads	60
Transport	7.1	Transport	2088	Road Risk Mitigation	5,386
Transport	7.1	Transport	2089	Roading Capacity Projects	63
Transport	7.1	Transport	2090	Area Wide Road Maintenance	919
Transport	7.1	Transport	2094	Cycling Improvements	12,290
Transport	7.1	Transport	2095	Bus Priority Planning	689
Transport	7.1	Transport	2096	Pedestrian Network Structures	319
Transport	7.1	Transport	2097	Pedestrian Network Renewals	3,863
Transport	7.1	Transport	2098	Walking Improvements	484
Transport	7.1	Transport	2099	Street Furniture	177
Transport	7.1	Transport	2100	Pedestrian Network Accessways	259
Transport	7.1	Transport	2101	Traffic & Street Signs	1,240
Transport	7.1	Transport	2102	Traffic Signals	1,113
Transport	7.1	Transport	2103	Street Lights	1,371
Transport	7.1	Transport	2104	Rural Road Improvements	109
Transport	7.1	Transport	2105	Minor Works Projects	1,242
Transport	7.1	Transport	2106	Fences & Guardrails	692
Transport	7.1	Transport	2107	Safer Roads Projects	1,355

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Annual Plan \$'000s
Transport	7.1	Transport	2134	Lambton Quay Bus Interchange	200
Transport	7.2	Parking	2108	Parking Asset renewals	91
Transport	7.2	Parking	2109	Roadside Parking Improvements	133
Transport Total					58,107
Council	10.1	Organisational Projects	2111	Capital Replacement Fund	4,775
Council	10.1	Organisational Projects	2112	Information Management	790
Council	10.1	Organisational Projects	2114	ICT Infrastructure	1,418
Council	10.1	Organisational Projects	2116	Strategic Initiatives	251
Council	10.1	Organisational Projects	2117	Unscheduled infrastructure renewals	2,042
Council	10.1	Organisational Projects	2118	Health & Safety - Legislation Compliance	336
Council	10.1	Organisational Projects	2119	Civic Property renewals	2,964
Council	10.1	Organisational Projects	2120	Commercial Properties renewals	508
Council	10.1	Organisational Projects	2121	Community & Childcare Facility renewals	465
Council	10.1	Organisational Projects	2125	IT Response to Legislative Changes	0
Council	10.1	Organisational Projects	2126	Business Unit Support	571
Council	10.1	Organisational Projects	2127	Workplace	1,119
Council	10.1	Organisational Projects	2128	Civic Campus Resilience and Improvements	5,181
Council	10.1	Organisational Projects	2131	Smart Council	2,760
Council	10.1	Organisational Projects	2132	Digital - Internet Intranet	156
Council	10.1	Organisational Projects	2133	Quarry Renewals and Upgrades	204
Council	10.1	Organisational Projects	2138	Permanent Forest Sink Fund Initiative - Credits	787
#REF!					24,329
Wellington City Council Total					240,452

Absolutely Positively Wellington City Council Me Heke Ki Pōneke					
SUMMARY BY OPEX ACTIVITY ANNUAL/LONG TERM PLAN BUDGET REPORT - 1 YEAR					
<i>Strategy</i>	<i>Activity Group</i>	<i>Activity Group Description</i>	<i>Activity</i>	<i>Activity Description</i>	<i>2019/20 Annual Plan \$'000s</i>
Governance	1.1	Governance information and engagement	1000	Annual Planning	1,351
Governance	1.1	Governance information and engagement	1001	Policy	1,354
Governance	1.1	Governance information and engagement	1002	Committee & Council Process	7,972
Governance	1.1	Governance information and engagement	1003	Strategic Planning	802
Governance	1.1	Governance information and engagement	1004	Tawa Comm Brd - Discretionary	12
Governance	1.1	Governance information and engagement	1007	WCC City Service Centre	2,921
Governance	1.1	Governance information and engagement	1008	Call Centre SLA	143
Governance	1.1	Governance information and engagement	1009	Valuation Services Contract	551
Governance	1.1	Governance information and engagement	1010	Lands Information	1,381
Governance	1.1	Governance information and engagement	1011	Archives	2,204
Governance	1.2	Maori and mana whenua partnerships	1012	Funding agreements – Maori	208
Governance	1.2	Maori and mana whenua partnerships	1013	Maori Engagement	108
Governance Total					19,007
Environment	2.1	Gardens, beaches and green open spaces	1014	Parks and Reserves Planning	933
Environment	2.1	Gardens, beaches and green open spaces	1015	Reserves Unplanned Maintenance	197
Environment	2.1	Gardens, beaches and green open spaces	1016	Turf Management	1,475
Environment	2.1	Gardens, beaches and green open spaces	1017	Park Furniture and Infrastructure Maintenance	1,816
Environment	2.1	Gardens, beaches and green open spaces	1018	Parks and Buildings Maint	1,026
Environment	2.1	Gardens, beaches and green open spaces	1019	Horticultural Operations	2,125
Environment	2.1	Gardens, beaches and green open spaces	1020	Arboricultural Operations	1,469
Environment	2.1	Gardens, beaches and green open spaces	1021	Botanic Gardens Services	4,968
Environment	2.1	Gardens, beaches and green open spaces	1022	Coastal Operations	1,469
Environment	2.1	Gardens, beaches and green open spaces	1024	Road Corridor Growth Control	1,151
Environment	2.1	Gardens, beaches and green open spaces	1025	Street Cleaning	8,026
Environment	2.1	Gardens, beaches and green open spaces	1026	Hazardous Trees Removal	472
Environment	2.1	Gardens, beaches and green open spaces	1027	Town Belts Planting	976
Environment	2.1	Gardens, beaches and green open spaces	1028	Townbelt-Reserves Management	4,323
Environment	2.1	Gardens, beaches and green open spaces	1030	Community greening initiatives	662
Environment	2.1	Gardens, beaches and green open spaces	1031	Environmental Grants Pool	104

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Annual Plan \$'000s
Environment	2.1	Gardens, beaches and green open spaces	1032	Walkway Maintenance	838
Environment	2.1	Gardens, beaches and green open spaces	1033	Weeds & Hazardous Trees Monit	820
Environment	2.1	Gardens, beaches and green open spaces	1034	Animal Pest Management	1,440
Environment	2.1	Gardens, beaches and green open spaces	1035	Waterfront Public Space Management	6,261
Environment	2.2	Waste reduction and energy conservation	1036	Landfill Operations & Maint	(1,132)
Environment	2.2	Waste reduction and energy conservation	1037	Suburban Refuse Collection	(312)
Environment	2.2	Waste reduction and energy conservation	1038	Domestic Recycling	1,045
Environment	2.2	Waste reduction and energy conservation	1039	Waste Minimisation Info	1,033
Environment	2.2	Waste reduction and energy conservation	1040	Litter Enforcement	9
Environment	2.2	Waste reduction and energy conservation	1041	Closed Landfill Gas Migr Monit	498
Environment	2.2	Waste reduction and energy conservation	1042	Smart Energy	220
Environment	2.3	Water	1043	Water - Meter Reading	165
Environment	2.3	Water	1044	Water - Network Maintenance	4,927
Environment	2.3	Water	1045	Water - Water Connections	(38)
Environment	2.3	Water	1046	Water - Pump Stations Maintenance-Ops	1,069
Environment	2.3	Water	1047	Water - Asset Stewardship	20,833
Environment	2.3	Water	1048	Water - Reservoir-Dam Maintenance	116
Environment	2.3	Water	1049	Water - Monitoring & Investigation	782
Environment	2.3	Water	1050	Water - Asset Management	624
Environment	2.3	Water	1051	Water - Bulk Water Purchase	18,549
Environment	2.4	Wastewater	1052	Wastewater - Asset Stewardship	18,122
Environment	2.4	Wastewater	1053	Wastewater - Trade Waste Monitoring & Investigation	279
Environment	2.4	Wastewater	1055	Wastewater - Network Maintenance	2,707
Environment	2.4	Wastewater	1057	Wastewater - Asset Management	1,308
Environment	2.4	Wastewater	1058	Wastewater - Monitoring & Investigation	2,028
Environment	2.4	Wastewater	1059	Wastewater - Pump Station Maintenance-Ops	1,386
Environment	2.4	Wastewater	1060	Wastewater - Treatment Plants	19,051
Environment	2.4	Wastewater	1062	Sewerage Disposal	1,366
Environment	2.5	Stormwater	1063	Stormwater - Asset Stewardship	14,427
Environment	2.5	Stormwater	1064	Stormwater - Network Maintenance	2,044
Environment	2.5	Stormwater	1065	Stormwater - Monitoring & Investigation	896
Environment	2.5	Stormwater	1066	Stormwater - Asset Management	1,064
Environment	2.5	Stormwater	1067	Drainage Maintenance	930
Environment	2.5	Stormwater	1068	Stormwater - Pump Station Maintenance-Ops	59
Environment	2.6	Conservation attractions	1069	Karori Sanctuary	1,537
Environment	2.6	Conservation attractions	1070	Wellington Zoo Trust	5,391
#REF!					161,534
Economic Development	3.1	City promotions and business support	1073	Positively Wellington Tourism	5,749

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Annual Plan \$'000s
Economic Development	3.1	City promotions and business support	1074	Events Fund	4,874
Economic Development	3.1	City promotions and business support	1075	Wellington Venues	4,809
Economic Development	3.1	City promotions and business support	1076	Destination Wellington	1,813
Economic Development	3.1	City promotions and business support	1077	City Innovation	1,093
Economic Development	3.1	City promotions and business support	1078	Wellington Convention and Exhibition Centre	1,183
Economic Development	3.1	City promotions and business support	1081	Economic Growth Strategy	592
Economic Development	3.1	City promotions and business support	1082	City Growth Fund	1,787
Economic Development	3.1	City promotions and business support	1084	Indoor Arena	9
Economic Development	3.1	City promotions and business support	1085	Film Museum	0
Economic Development	3.1	City promotions and business support	1087	International Relations	908
Economic Development	3.1	City promotions and business support	1088	Marsden Village	0
Economic Development	3.1	City promotions and business support	1089	Business Improvement Districts	335
Economic Development Total					23,154
Cultural Wellbeing	4.1	Arts and cultural activities	1090	Wellington Museums Trust	9,363
Cultural Wellbeing	4.1	Arts and cultural activities	1092	Te Papa Funding	2,250
Cultural Wellbeing	4.1	Arts and cultural activities	1093	Carter Observatory	700
Cultural Wellbeing	4.1	Arts and cultural activities	1095	City Events Programme	2,745
Cultural Wellbeing	4.1	Arts and cultural activities	1097	Citizen's Day - Mayoral Day	23
Cultural Wellbeing	4.1	Arts and cultural activities	1098	Cultural Grants Pool	1,282
Cultural Wellbeing	4.1	Arts and cultural activities	1099	Wgtn Conv Cntr Comm Subsidy	200
Cultural Wellbeing	4.1	Arts and cultural activities	1100	City Arts Programme	420
Cultural Wellbeing	4.1	Arts and cultural activities	1101	NZSO Subsidy	216
Cultural Wellbeing	4.1	Arts and cultural activities	1102	Toi Poneke Arts Centre	1,008
Cultural Wellbeing	4.1	Arts and cultural activities	1103	Public Art Fund	504
Cultural Wellbeing	4.1	Arts and cultural activities	1104	New Zealand Ballet	313
Cultural Wellbeing	4.1	Arts and cultural activities	1105	Orchestra Wellington	306
Cultural Wellbeing	4.1	Arts and cultural activities	1106	Regional Amenities Fund	630
Cultural Wellbeing	4.1	Arts and cultural activities	1207	Capital of Culture	1,603
Cultural Wellbeing Total					21,565
Social and Recreation	5.1	Recreation promotion and support	1107	Swimming Pools Operations	16,469
Social and Recreation	5.1	Recreation promotion and support	1108	Sportsfields Operations	3,406
Social and Recreation	5.1	Recreation promotion and support	1109	Synthetic Turf Sport Operations	1,150
Social and Recreation	5.1	Recreation promotion and support	1110	Recreation Centres	2,272
Social and Recreation	5.1	Recreation promotion and support	1111	ASB Sports Centre	4,714
Social and Recreation	5.1	Recreation promotion and support	1112	Basin Reserve Trust	1,359
Social and Recreation	5.1	Recreation promotion and support	1113	Recreational NZ Academy Sport	47
Social and Recreation	5.1	Recreation promotion and support	1114	PlayGnd & Skate Facility Mtn	1,044

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Annual Plan \$'000s
Social and Recreation	5.1	Recreation promotion and support	1115	Marina Operations	53
Social and Recreation	5.1	Recreation promotion and support	1116	Municipal Golf Course	188
Social and Recreation	5.1	Recreation promotion and support	1117	Recreation Programmes	559
Social and Recreation	5.2	Community participation and support	1118	Library Network - Wide Operation	16,107
Social and Recreation	5.2	Community participation and support	1119	Branch Libraries	7,910
Social and Recreation	5.2	Community participation and support	1120	Passport to Leisure Programme	119
Social and Recreation	5.2	Community participation and support	1121	Community Advice & Information	1,585
Social and Recreation	5.2	Community participation and support	1122	Community Grants	250
Social and Recreation	5.2	Community participation and support	1123	Support for Wgtn Homeless	223
Social and Recreation	5.2	Community participation and support	1124	Social & Recreational Grant Pool	4,073
Social and Recreation	5.2	Community participation and support	1125	Housing Operations and Mtce	25,920
Social and Recreation	5.2	Community participation and support	1126	Housing Upgrade Project	125
Social and Recreation	5.2	Community participation and support	1127	Cmty Props Programmed Maint	763
Social and Recreation	5.2	Community participation and support	1128	Community Halls Ops and Maint.	547
Social and Recreation	5.2	Community participation and support	1129	Community Prop & Facility Ops	1,827
Social and Recreation	5.2	Community participation and support	1130	Accommodation Assistance Fund	232
Social and Recreation	5.3	Public health and safety	1131	Burial & Cremation Operations	1,079
Social and Recreation	5.3	Public health and safety	1132	Contracts - Public Conveniences	3,711
Social and Recreation	5.3	Public health and safety	1133	Public Health	2,279
Social and Recreation	5.3	Public health and safety	1134	Noise Monitoring	911
Social and Recreation	5.3	Public health and safety	1135	Anti-Graffiti Flying Squad	946
Social and Recreation	5.3	Public health and safety	1136	Safe City Project Operations	2,034
Social and Recreation	5.3	Public health and safety	1137	Civil Defence	1,679
Social and Recreation	5.3	Public health and safety	1138	Rural Fire	45
Social and Recreation	5.3	Public health and safety	1997	Business Recovery	1
#REF!					103,624
Urban Development	6.1	Urban development, heritage and public spaces development	1139	District Plan	2,730
Urban Development	6.1	Urban development, heritage and public spaces development	1141	Build Wellington Developments	2,323
Urban Development	6.1	Urban development, heritage and public spaces development	1142	Public Art and Sculpture Maintenance	390
Urban Development	6.1	Urban development, heritage and public spaces development	1143	Public Space-Centre Devl. Plan	2,814
Urban Development	6.1	Urban development, heritage and public spaces development	1145	City Heritage Development	1,661
Urban Development	6.1	Urban development, heritage and public spaces development	1206	Housing Investment Programme	1,154
Urban Development	6.2	Building and development control	1146	Building Control-Facilitation	4,034
Urban Development	6.2	Building and development control	1147	Weatheright Homes	33
Urban Development	6.2	Building and development control	1148	Development Cntrl Facilitation	3,816
Urban Development	6.2	Building and development control	1149	Earthquake Assessment Study	104
Urban Development	6.2	Building and development control	1151	Earthquake Risk Building Proj.	804
Urban Development Total					19,862

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Annual Plan \$'000s
Transport	7.1	Transport	1152	Ngauranga to Airport Corridor	2,265
Transport	7.1	Transport	1153	Transport Planning and Policy	1,431
Transport	7.1	Transport	1154	Road Maintenance and Storm Clean Up	1,318
Transport	7.1	Transport	1155	Tawa Shared Driveways Maintenance	48
Transport	7.1	Transport	1156	Wall, Bridge and Tunnel Maintenance	406
Transport	7.1	Transport	1157	Drains & Walls Asset Stewardship	6,454
Transport	7.1	Transport	1158	Kerb & Channel Maintenance	537
Transport	7.1	Transport	1159	Vehicle Network Asset Stewardship	24,527
Transport	7.1	Transport	1160	Port and Ferry Access	71
Transport	7.1	Transport	1161	Cycleways Maintenance	92
Transport	7.1	Transport	1162	Cycleway Asset Stewardship	2,410
Transport	7.1	Transport	1163	Cycleways Planning	2,749
Transport	7.1	Transport	1164	Passenger Transport Facilities	418
Transport	7.1	Transport	1165	Bus Shelter Contract Income	(1,199)
Transport	7.1	Transport	1166	Passenger Transport Asset Stewardship	1,012
Transport	7.1	Transport	1167	Bus Priority Plan	62
Transport	7.1	Transport	1168	Cable Car	12
Transport	7.1	Transport	1170	Street Furniture Maintenance	406
Transport	7.1	Transport	1171	Footpaths Asset Stewardship	6,599
Transport	7.1	Transport	1172	Pedestrian Network Maintenance	941
Transport	7.1	Transport	1173	Pedestrian Network Structures Maintenance	108
Transport	7.1	Transport	1174	Traffic Signals Maintenance	1,051
Transport	7.1	Transport	1175	Traffic Control Asset Stewardship	2,838
Transport	7.1	Transport	1176	Road Marking Maintenance	856
Transport	7.1	Transport	1177	Traffic Signs Maintenance	307
Transport	7.1	Transport	1178	Network Activity Management	1,041
Transport	7.1	Transport	1179	Street Lighting Maintenance	1,817
Transport	7.1	Transport	1180	Transport Education & Promotion	317
Transport	7.1	Transport	1181	Fences & Guardrails Maintenance	247
Transport	7.1	Transport	1182	Safety Asset Stewardship	2,942
Transport	7.2	Parking	1184	Parking Services & Enforcement	(15,142)
Transport	7.2	Parking	1185	Waterfront Parking Services	(447)
Transport Total					46,494
Council	10.1	Organisational Projects	1186	Waterfront Commercial Property Services	1,109
Council	10.1	Organisational Projects	1187	Commercial Property Man & Serv	4,361
Council	10.1	Organisational Projects	1191	NZTA Income on Capex Work	(24,506)
Council	10.1	Organisational Projects	1193	Self Insurance Reserve	282

<i>Strategy</i>	<i>Activity Group</i>	<i>Activity Group Description</i>	<i>Activity</i>	<i>Activity Description</i>	<i>2019/20 Annual Plan \$'000s</i>
Council	10.1	Organisational Projects	1196	External Capital Funding	(975)
Council	10.1	Organisational Projects	1197	Plimmer Bequest Project Expenditure	(700)
Council	10.1	Organisational Projects	1198	Waterfront Utilities Management	159
Council	10.1	Organisational Projects	1200	Organisation	(363,168)
Council	10.1	Organisational Projects	1204	Sustainable Parking Infrastructure	156
#REF!					(383,281)
Wellington City Council Total					11,958

Mahere ā-Tau 2019/20

Annual Plan 2019/20

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Part A: Introduction

Mayor's introduction

[Te reo intro to come]

Laying a foundation for the city's future.

This year's annual plan includes spending on some crucial projects that will ensure we remain one of the world's most liveable cities.

This is the second budget of Our 10-Year Plan 2018-28. Last year, we received strong backing when we consulted on our spending priorities: resilience and the environment, housing, transport, sustainable growth, and arts and culture.

We will continue delivering on these priorities this year as we prepare Wellington for the challenges ahead.

Work will start this year on the 35-million-litre Prince of Wales/Omāroro Reservoir in Mt Cook. The reservoir will play a vital part in the city's resilience strategy by ensuring fresh water is available to residents and Wellington Hospital in the event of a disaster.

Currently it's predicted Wellington's water supply could take 100 days to become operational following a major disaster. We're planning to reduce this to 30 days.

Wellington's population is predicted to grow by 50,000 to 80,000 over the next 30 years.

A growing population will put pressure on the city's transport network. A top priority this year is the Let's Get Wellington Moving programme, which proposes a multimodal and balanced solution for Wellington's transport needs for the next 50 years.

Work will continue on major environmental projects, such as Predator Free Wellington, which aims to eradicate predators across the city and create the world's first predator-free capital city. Alongside this, the Capital Kiwi project plans to introduce kiwi to a predator-free safe zone in the city over the next few years.

It is important we keep stimulating our economy and construction of the Convention and Exhibition Centre opposite Te Papa will begin toward the end of 2019. The Centre will transform the surrounding area and I look forward to a new, vibrant quarter emerging.

We will also continue upgrading the Town Hall and St James Theatre so Wellington continues to have first-class venues for the arts.

The plan contains an average rates increase of 3.9 percent after growth.

We're investing in the city's future, laying the foundations now for a better tomorrow. We have work to do, but we're on the right track. Together, we are making the city an even better place to live.

Justin Lester
Mayor

Message from the Chief Executive

[Te reo intro to come]

I'm proud of the services we are delivering

We have a number of big projects in the Annual Plan 2019/20. Some projects many of you will be aware of through previous plans and media releases. These are discussed in this document and are highly visible.

There are more than 1000 staff delivering Council's basic core services to you. These are the high quality, value-for-money services our city cannot do without, yet the delivery of these services often goes unnoticed. The rubbish collection, street maintenance, recreation ground management, landfill services and many others that you expect to be delivered, that we don't often talk about.

I am proud of the services we are delivering, the people who deliver them and the value-for-money this organisation represents, and for the number and scale of the activities we deliver. We are a tight ship and financially sound with an AA credit rating.

This is an exciting time for Wellington. Let's Get Wellington Moving has been approved by Government and will transform our transport, housing and the future growth and prosperity of our city. Never before in the history of our city have we been presented with an opportunity for transformational change on this scale. How we grow our city, how we move around our city, and how we deal with seismic risk and the causes and impacts of climate change will impact generations to come and set the course for our city tomorrow.

We have a clear plan on housing through our 10 year Housing Strategy and have already delivered 104 houses at Te Mara as part of our Strategic Housing Investment Programme (SHIP). Subject to public consultation, we are planning to enter into an agreement with Housing New Zealand Corporation (HNZC) for the development of Arlington sites 1 and 3. HNZC expects to deliver between 230 and 300 modern, social and affordable homes including approximately 40 supported living units for tenants with complex issues.

Council is investing in seismic strengthening to make the city safer for Wellingtonians each and every day. We have funded a major capital expenditure programme through Wellington Water and work is underway to strengthen the St James Theatre. We have also moved many of our staff to other office buildings in the CBD to enable our much loved and iconic Town Hall to be rebuilt to its former glory, while ensuring it's safe for the next 100 years.

The Royal New Zealand Ballet has been housed in a temporary structure on the Michael Fowler Centre car park thanks to creative thinking from our staff. This year we will also continue to work towards a Capital of Culture to enhance our rich and diverse arts calendar at every opportunity with events like Matariki.

Wellington City Council is supported by an energised and motivated workforce that is an enormous asset to your city. I encourage you to engage with us as we implement our programme of work in the Annual Plan 2019/20. Together we can continue to enhance and transform our extraordinary city.

Kevin Lavery
Chief Executive

Background

Council Plans – an overview

The Local Government Act requires Council to produce a long-term plan (LTP). This sets out the budget for the next 10 years and is reviewed every three years. Our current LTP, *Our 10-Year Plan 2018-28*, was adopted in June 2018. In between producing LTPs, Council produces annual plans which are a review of our work programme, and consider whether any changes are needed. These changes could be budget revisions, new priorities that arise, or new projects to help deal with issues that face the city.

The Annual Plan 2019/20 represents and aims to deliver on the priorities set out in year two of Our 10-Year Plan.

Our 10-Year Plan

The priorities that we set for the current LTP were driven by the challenges of population growth, the resilience of our city and our people, the need to build on areas where we have a competitive advantage, and maintain economic growth. In response to these challenges our priorities are:

- Resilience and the environment
- Housing
- Transport
- Sustainable growth
- Arts and culture

In preparing the investment programme based around these five priority areas, we have considered our ability to deliver the planned capital programme and meet the on-going service level expectations of our residents and ratepayers.

The Annual Plan 2019/20 continues the work set by Our 10-Year Plan. Details on Our 10-Year Plan are available at: wellington.govt.nz

Community feedback on the Annual Plan 2019/20

Engagement activities were carried out during April/May 2019 on our Annual Plan Consultation Document. They were focused around an engagement website which outlined what was proposed and allowed submitters to fill out a questionnaire of targeted questions. We ran radio and press advertising, social media campaigns and an online virtual Facebook forum with Councillors.

We received 88 written submissions from individuals or organisations and more than 6000 visits to our engagement website. 133 comments were submitted through our Facebook virtual forum, attended by 27 people.

As 2019/20 is year two of Our 10-Year Plan, we did not propose major changes to the plan. The questionnaire was focused on a few budget changes under each of the five priority areas. The feedback was generally supportive of our proposals and our planned year two work plan.

What people said

The feedback sought was mostly based around written thoughts, with two 'check box' questions to gauge support on the two most significant proposals. These were the change to the rating differential and the changes to parking fees. The feedback was:

- 35 percent support (including 'support' and 'strongly support') for the rates differential, 40 percent of submitters were 'neutral' or were 'not sure' and 25 percent opposed ('oppose' and 'strongly oppose') the proposal.
- 55 percent supported all eight parking fee changes, 8 percent were 'neutral' or 'not sure' and 37 percent opposed the changes.

The written feedback showed general support for the proposals in each of the priority areas. The main themes to written submissions were:

- Public transport issues – while public transport operations in the city are managed by Greater Wellington Regional Council (GWRC), we received a lot of comments about the issues people are experiencing with public transport. We received several appeals to work with GWRC to improve the service.
- Residents parking – including comments in support and opposition to the proposed fee change, issues of availability and the monitoring of these parks.
- Central library – a lot of support for the reopening of a central library in the CBD.
- Housing – there was general support for our proposals in housing and our focus on reducing homelessness in the city.
- Convention centre – we received some opposition to the continued investment in the convention centre. Through consultation on Our 10-Year Plan we received majority support for this project and as a result the project is now underway.

Feedback on proposed LTP amendment

We also consulted separately on a proposed amendment to the current LTP. The amendment allows us to enter into an agreement with Housing New Zealand Corporation for the development of, the currently run down, housing sites: Arlington sites 1 and 3 in Mount Cook. The agreement will result in an improved level of service for social housing tenants in Wellington at little or no cost to ratepayers. For more on the amendment refer to Part B: Our work in detail, social and recreation.

Feedback on traffic resolutions for parking fees

To comply with Wellington City Council Consolidated Bylaw 2008, traffic resolutions are required to legally implement the proposed parking fee increases. The traffic resolutions were consulted on at the same time as the Annual Plan, with the public invited to provide any comments in writing.

About 300 submissions were received for each of the proposed fee increase options, with several submitters commenting on a more than one option in the one submission.

In general submitters were predominantly against the increases. This was largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city. Several submitters also commented on their inability to pay increased parking charges because they were already struggling with other increased living costs.

Those that were in favour of the increase were supportive of the decision that the users should pay, recognised the value of the land in and near the city, and acknowledged the need for a hierarchy of road space to support other initiatives such as bus lanes, cycleways, walkways.

Other engagements

There were a couple of other engagements which overlapped with consultation on the Annual Plan. These included Te Atakura – First to Zero: our Zero Carbon Capital Plan and Planning for Growth. These two important pieces of work are forward-looking plans that will inform future annual and long-term plans.

Annual Plan 2019/20 - key changes from Our 10-Year Plan

This section outlines the main changes in Annual Plan 2019/20 from what was outlined in Our 10-Year Plan 2018-28.

Re-phasing of the capital works programme

The capital programme outlined in Our 10-Year Plan included substantial investment across a variety of projects. In 2018/19 and 2019/20 a portion of this programme has been re-phased to later years or carried out over a longer period of time.

The drivers for re-phasing included:

- Increased costs across significant infrastructure projects because of the high demand on the construction market.
- The number of larger projects involving collaborative partnerships and co-investment from external stakeholders.
- The high degree of complexity of major earthquake strengthening projects.

Details of the variances are included in Part B: Our Work in Detail.

General changes

Fees and user charges. Many of our services are paid for through a combination of rates and user charges. We proposed several changes to fees and user charges to ensure our services remain within the settings of the Revenue and Financing Policy. These changes also ensure users of services continue to pay their fair share of the service provided.

Increased fees include:

- Parking services
- Dog registration and alcohol licencing fees
- Community centres
- Swimming pools and sportsfields
- Marinas, cemeteries and the landfill
- Alfresco dining licences – removal of the discount on alfresco dining licences for spaces that do not make the space smoke-free

Details of the fee changes are included in Part C: Financial Information.

Rates differential. The average rates increase for ratepayers in 2019/20 is 3.9 percent, after accounting for growth in the ratepayer base. The forecast increase varies between each property in a rating category. All rating units (or part thereof) are classified, for the purposes of general rates, as either 'Commercial, Industrial and Business' (Commercial) or 'Base' ('Base' includes residential).

In 2018/19 there was a rates differential for the *Commercial, Industrial and Business* rating category of 2.8 times the rate per dollar of capital value payable by the *Base* rating category. In setting the level of the differential we consider the requirements of the Local Government Act. These considerations can be found in our Revenue and Financing Policy on our website, wellington.govt.nz.

The general rates differential will be adjusted from 2.8:1 to 3.25:1 to ensure the rates for 2019/20 continue to be paid in the same proportion by each differential rating category.

In simple terms, this currently means that *Commercial* property owners contribute 44% of total rates revenue in 2018/19 in comparison to *Base* contributing 56%. Due to the significant change in the relative Rateable Values (which do not necessarily change the relative ability to pay), changing the

general rate differential to 3.25:1 will maintain this ratio at 44% *Commercial, Industrial and Business* to 56% *Base*.

Refer to the indicative rates increase and indicative rates tables in Part C: Financial Information for indicative residential and commercial property rates for 2019/20.

Rates remission policy. The Rates Remission Policy for the remission titled '*remission of targeted rates on property under development or earthquake strengthening*' has been updated. This allows for a rates remission on an identifiable part of a property which is under development or earthquake strengthening. This removes the potential to incentivise property owners to vacate the entire property where part of that property is under development or earthquake strengthening. It will allow owners to remain in the habitable portion of their property while still being eligible for a rates remission on the portion of the property that is under development or earthquake strengthening. The amended policy can be found as Appendix 1 and on our website. [<url to be inserted>](#)

Changes since 2019/20 Annual Plan consultation

Wellington City Library. The decision to close the Central Library was made shortly before consultation on the Annual Plan commenced. Work on understanding the implications of the closure was carried out throughout the consultation period. The overall financial impact of the closure on operational expenditure, including lost revenue from the basement carpark and the café tenancy, is \$3.6 million per year.

In addition to the operational expenditure impact, we will need to invest \$6.0 million of capital expenditure to fit-out alternative solutions in the CBD to meet the service gap. The first new facility, Arapaki Manners Library, opened in May and provides library services combined with Council's Service Centre.

Due to the timing of the Central Library closure in relation to the annual planning cycle, Council has agreed to debt fund the net additional expenditure in 2019/20 and budget for this additional expenditure through the next annual and long-term plans.

WREMO funding. The Wellington Region Emergency Management Office (WREMO) coordinates civil defence and emergency management services on behalf of the nine councils in the Wellington region. Since we consulted on the annual plan, an additional \$140,000 has been budgeted in 2019/20 for our share of the regional agreement.

Bus priority improvements. The operation of public transport in Wellington is the responsibility of Greater Wellington Regional Council (GWRC). Wellington City Council's role is to provide road space for the services. Through consultation on the Annual Plan, we heard that public transport issues continue to frustrate residents.

Since consultation on the Annual Plan, Council has endorsed the work being undertaken by GWRC and WCC to deliver a joint action plan of bus priority improvements. Increasing the priority for buses on our road space is one of the tools that we can use to make it easier for buses to move around reliably, at a reasonable speed and on time. The plan will be implemented within existing budgets and will be aligned to the outcomes of the Let's Get Wellington Moving programme.

Indoor arena. The capital budget of \$511,000 in 2019/20 for the indoor arena has been removed, after consultation on the Annual Plan. This budget can be removed without delaying progress on the arena as no capital expenditure is needed in 2019/20.

Special waste fees. A recent health and safety review has raised the need for new equipment at the landfill to safely dispose of asbestos. This equipment has been purchased and an increase in the special waste fee for asbestos is effective from 1 July 2019. The fee is \$203.60 per tonne.

Financial summary

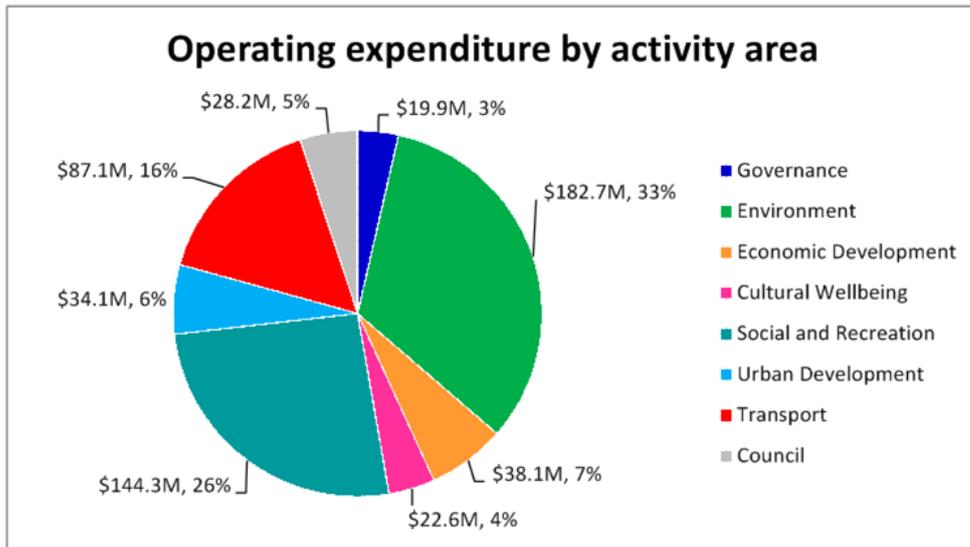
Operating Expenditure

The Council delivers a broad range of quality services to its residents – everything from roads, footpaths, libraries and festivals, museums, sportsfields and animal control. The total value of all the facilities and assets Council uses to deliver its services to Wellingtonians is \$7.6 billion. The cost of delivering and running Council services in 2019/20 will be \$557 million or \$7.11 per day, per resident.

\$557m

Operating spending for 2019/20

Total planned operational expenditure to keep the city running for 2019/20 is \$557 million. This is a small increase on what was identified in Our 10-Year Plan. The increase primarily relates to inflation on personnel costs, contracts and increased depreciation due to new assets and a property revaluation.



The graph illustrates the proportion of planned operational expenditure, excluding revenue, in each of our strategic activity areas. The biggest area of operational expenditure is Environment at 33 percent of the total gross opex of \$557 million. Social and Recreation and Transport follow at 26 percent and 16 percent respectively. Economic Development, Urban Development, Council organisational projects, Arts and Culture, and Governance follow each with less than 10 percent of total operational expenditure.

¹ Gross operating expenditure, excluding revenue.

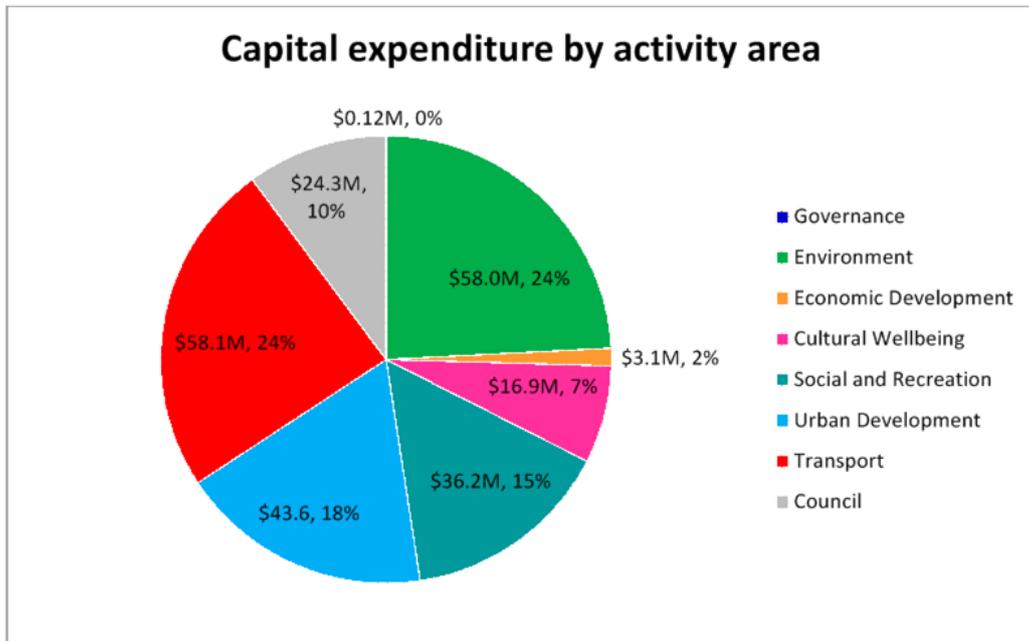
Capital Expenditure

Capital expenditure is used to renew or upgrade existing assets or to build new assets to provide a higher level of service or account for growth. Our assets include buildings, roads and footpaths, water, stormwater and wastewater pipes, libraries, swimming pools, and sportsfields.

\$240m

Capital spending for 2019/20

Total planned capital expenditure for 2019/20 is \$240 million. This is a small reduction from what was included in Our 10-Year Plan. The variances primarily relate to the timing of some major projects. For a more detailed explanation please see Part B: Our work in detail.



The graphic illustrates the proportion of planned capital expenditure in each of our activity areas. The biggest areas of capital expenditure are Environment, which includes the three waters, and Transport, each at 24 percent of the total capex of \$240 million. Urban Development, Social and Recreation, and Council organisational projects follow at 18, 15 and 10 percent respectively. Arts and Culture, Economic Development, and Governance follow, each with 10 percent or less of total capital expenditure.

Where the funding comes from

The Council uses a several mechanisms to fund our operational and capital expenditure. Rates are expected to fund 60 percent of our operational expenditure (excluding the one-off Housing expense of \$17m). We also collect revenue from fees and user charges, grants and government subsidies and other sources such as interest and dividends from investments. Capital expenditure is funded through borrowings, grants and government subsidies, and development contributions for projects that aim to meet the demands from growth.

Explaining our borrowing position

We borrow to fund upgrades to our assets or to invest in new infrastructure. This allows us to spread the cost of funding this expenditure over the multiple generations who will benefit from the investment.

Council debt is currently capped at a maximum of 175 percent of annual income during Our 10-Year Plan. It is expected to be 126 percent by the end of 2019/20 - the same as a household that earns \$75,000 a year having a mortgage of about \$95,000.

\$684m

\$3,197 per resident

The forecast average borrowings per resident at the end of 2019/20 are \$3,197.

Explaining your rates

We are proposing to increase average rates by 3.9 percent in 2019/20. The Council is planning to collect \$325 million (GST exclusive) of rates during 2019/20. This figure reflects our efforts to manage the city's finances efficiently and prudently.

Our rates revenue is split between general rates and targeted rates. General rates are paid by all ratepayers and applied to services which benefit the whole community, for example parks, libraries, pools, and roads and footpaths.

Targeted rates are paid for by an identified group of ratepayers. Examples of targeted rates are water, stormwater, wastewater, and Business Improvement Districts (BIDs).

What it costs [to be presented infographic, as per consultation document]

This is how much it costs per Wellington resident per year to provide some of the services Wellington City Council delivers. The dollar figures are an average cost per Wellington resident per year and reflect operating expenditure only.

\$25.84 to enjoy all our Wellington Gardens	\$112.42 to enjoy our swimming pools	\$86.68 for water collection and treatment
\$123.95 to remove wastewater	\$4.88 to have a play at our playgrounds	\$3.91 to enjoy our walkways
\$22.41 to enjoy arts and cultural events	\$9.11 for cemeteries and the crematorium	\$166.99 to maintain our roads

Part B: Our work in detail

Most of the work we do and the services we provide sit in seven strategic areas. While the five priority areas for Our 10-Year Plan drive a structured effort in areas that need work, the seven strategic areas represent how we work.

In this section we outline each strategic area, including an overview of the groups of activities, what's changing since we released Our 10-Year Plan, other key projects, performance information and what it costs. The Annual Plan 2019/20 focuses on changes to year two of Our 10-Year Plan, with some updates on other key projects. For details of our 'Business-As-Usual' services, see Our 10-Year Plan 2018-28 on our website, wellington.govt.nz.

Our seven strategic areas are:

- **Governance:** We seek to build confidence in our decisions by being as transparent as possible, clearly communicating the reasons for the things we do and encouraging public participation in the decision-making process.
- **Environment:** The Council's environment portfolio is large and diverse, encompassing beaches and green spaces, waste reduction and energy conservation, as well as water services (drinking and tap water, wastewater and stormwater), and conservation activities.
- **Economic development:** We support Wellington's economic growth by supporting high-quality events and promoting tourism, attracting and supporting business activity, and delivering major economic development initiatives.
- **Cultural wellbeing:** We provide opportunities to develop the city's cultural scene and build engaged and curious communities. We provide support for galleries and museums, community arts and cultural support, and arts partnerships.
- **Social and recreation:** We encourage active and healthy lifestyles, deliver quality recreation and social services, provide access to housing for those in need, and carry out public health functions.
- **Urban development:** We ensure the city remains liveable even as our population grows and challenges around seismic risk and climate change increase. We set urban policy, protect the city's unique character and heritage, provide building and development control and facilitation services, and mitigate earthquake risk.
- **Transport:** We manage, maintain and improve the city's transport network so that people can access places easily and safely. We look after hundreds of kilometres of city accessways, footpaths, cycleways and roads, including parking facilities, traffic signs and signals, street lighting and pedestrian crossings. Greater Wellington Regional Council (GWRC) is responsible for the public transport system. We support GWRC by maintaining and providing space on the road network for public transport to operate.

1 Pārongo ā-tāone | Governance

We aim to build trust and confidence by being open, transparent and accountable.

This strategic area includes activities which enable democratic decision making. We encourage public input and involvement to ensure all points of view and relevant information are considered when we make decisions on behalf of Wellingtonians.

Our partnerships with mana whenua recognise their special place in the city's history and their relationship with its land, waterways and other parts of its environment.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There are two groups of activities in this section:

1.1 Governance, information and engagement.

1.2 Māori and mana whenua partnerships.

What we do – an overview

- Local elections.
- Involve Wellingtonians in decision-making.
- Council and committee meetings.
- Communicate about Council services and decisions to the community.
- Partnerships with Māori and mana whenua.
- Maintain our City Archives as the primary information resource for the history of Wellington.

Snapshot of this activity²

- 45.6% of Wellington residents voted in the local body election in 2016, up from 41.1% in 2013 and 38.5% in 2010.
- 72% of Wellington residents are satisfied with their involvement with decision making.
- 76% of Māori residents are satisfied with or neutral about their involvement in decision-making.
- 48% of Wellington residents agree that decisions are made in the best interests of the city.

Our work programme in 2019/20

Elections: Local body elections are held every three years throughout New Zealand. The next election will be held on 12 October 2019. Elections will be held for the Mayor, 14 Councillors (who are elected in five wards across the city) and Community Board members for the Tawa and Makara-Ohariu Community Boards. Nominations for these positions will be open from 19 July to 16 August 2019.

Wellington has used the single transferrable vote system since 2002. Under this system voters rank their preferred candidates with a number, and candidates are elected by reaching the "quota" – the number of votes required to be elected – which is based on the total number of votes and the number of vacant positions.

Voting documents will be posted to all enrolled electors from 20 September. The voting period is approximately three weeks. Voters fill out the form and post the voting document in the envelope supplied. Voting documents can also be returned to all Wellington City branch libraries or the Arapaki

² Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

Manners Library and Service Centre. Voting documents must be received by 12 noon on 12 October. A progress result is generally expected by late afternoon on Saturday 12 October.

Pre-election report: Before each local body election, the Chief Executive produces a pre-election report summarising the major projects planned for the upcoming triennium, along with the financial information on rates, rates increases and borrowing. The pre-election report is expected to be publicly released at the end of July.

Arapaki Manners Library and Service Centre: Our service centre recently moved to its new home in Manners Street. It shares the space with the first of several pop-up libraries that will replace the Central Library, which was closed in March 2019 because of structural issues. Wellingtonians can now browse and borrow library items, read newspapers, register their dog and pay rates all in one place. 2019/20 will be the settling in of this new multi-service space.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	19,901
Capital expenditure	123

Measuring our performance

We use performance measures to track how well we are delivering services against targets. The following represents the groups of measures we have for the two groups of activities. For details of individual performance measures and targets, see Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Rationale	What we measure	Activities
1.1 Governance, information and engagement		
<ul style="list-style-type: none"> To facilitate democratic decision-making. To provide open access to information. 	<ul style="list-style-type: none"> Facilitating democratic decision-making. Community engagement. Providing information and a point of contact. 	1.1.1 City governance and engagement. 1.1.2 Civic information. 1.1.3 City archives.
1.2 Māori and mana whenua partnerships		
<ul style="list-style-type: none"> To strengthen our partnerships and recognise the special place of Māori and mana whenua in Council decision-making. 	<ul style="list-style-type: none"> Relationship with mana whenua. Engaging Māori residents in decisions. Promoting Māori culture. 	1.2.1 Māori and mana whenua partnerships.

2 Taiao | Environment

We aim to protect and enhance Wellington's natural environment.

The Council's environment portfolio is large and diverse, encompassing beaches and green spaces, waste reduction and energy conservation, as well as the three waters services (drinking and tap water, wastewater and stormwater) and support for our Wellington Zoo and Zealandia.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There are six groups of activities in this section:

- 2.1 Gardens, beaches and green open spaces.
- 2.2 Waste reduction and energy conservation.
- 2.3 Water.
- 2.4 Wastewater.
- 2.5 Stormwater.
- 2.6 Conservation attractions.

What we do – an overview

- Through Wellington Water, a Council-Controlled Organisation (CCO), we supply drinking water, wastewater and stormwater services for Wellington homes and businesses.
- Provide and maintain open spaces, such as gardens, green open spaces, beaches and coastlines.
- Waste reduction and disposal, guided by the Wellington Region Waste Management and Minimisation Plan.
- We support Wellington Zoo and Zealandia, enabling them to undertake conservation and visitor attraction activities.

Snapshot of this activity³

- 191 square metres of open space owned or maintained by the Council per Wellingtonian.
- 1.3 million visits to the Wellington Botanic Garden and Otari-Wilton's Bush per year.
- 18,000 tonnes of waste diverted from the landfill per year.
- 97% of Wellington residents regularly recycle.
- 380,000 visits to conservation attractions of Wellington Zoo and Zealandia per year.
- 361 litres of drinking water provided to the average Wellington resident per day.

³ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

What's changing and why

Three waters work programme: Wellington Water, a Council Controlled Organisation, manages our water, wastewater and stormwater (three waters) services and delivers big improvement projects on our three waters network. There are some significant capital projects planned for 2019/20 and we have reviewed our programme to make sure the funding levels and timings are appropriate. The changes to the 2019/20 work programme are as follows.

- *Omāroro Reservoir.* This major new reservoir is essential for operational security and emergency water supplies, and to support projected growth in the CBD area. The estimated cost for this project has increased due to the requirements of construction in the Town Belt, the complexity of upgrading associated pipelines along a busy inner-city transport route, and the rise in costs impacting all major infrastructure construction work in Wellington. Expected capital expenditure of \$58.15 million over four years from 2019/20 is budgeted, up from \$40.85 million in Our 10-Year Plan. When complete, Omāroro Reservoir will provide sufficient safe drinking water for Wellingtonians should maintenance and repairs need to be made to the network, especially if the water supply from the Hutt Valley is disrupted. It will also provide emergency water for Wellington Hospital if there is a major seismic event.
- *Moe-i-te-Ra | Bell Road reservoir:* The current Bell Road reservoir was built more than a century ago. Work to replace it with a larger, seismically resilient, reservoir was scheduled in Our 10-Year Plan to begin in 2019/20 at an estimated cost of \$21.6 million. Following further investigations, the revised estimate for this project is \$30.58 million. This project will be re-timed to begin in 2021/22. This allows for funds to be prioritised toward the Omāroro reservoir first and for any increase in costs to be considered as part of the next long-term plan.
- *Kilbirnie stormwater pump station:* Upgrades to stormwater pipes in Kilbirnie has lifted service levels to cope with a one-in-10-year rain event at current sea levels, in line with the regional standard for new subdivisions. Kilbirnie homes and businesses remain vulnerable to flooding events beyond this level, because there are no clear overland floodwater flow paths. We have asked Wellington Water to confirm this project represents a good investment considering other parts of the city are not yet at the one-in-10-year protection level. The stormwater pump station, proposed to be built at Evans Bay Park at an estimated cost of \$8.3 million, was originally set for 2019 and has been re-timed to begin in the 2021/22 year, with the increased costs to be considered as part of the next long-term plan.

Coastal structures: The Council manages and maintains several marine and coastal recreational assets. The current long-term plan budget for coastal structures is \$122,000 per annum. Recent condition assessments on several structures have highlighted that an additional \$2 million of capital expenditure and \$194,500 of operational expenditure in 2019/20 is required to extend the life of these structures and reduce some significant risks. The additional investment will be prioritised toward Seatoun Wharf and Cog Park Wharf and Jetties at the Evans Bay Yacht Club over the next three years.

Our work programme in 2019/20

Zoo upgrade: Over the past few years, Wellington Zoo has completed stage one of its upgrade programme. This has seen the Zoo transform into a vibrant attraction with facilities that meet modern standards. Stage two involves further improvements to facilities to home additional animals. In 2019/20 work will begin on facilities for snow leopards, as part of the international commitment

to protecting this species, at a total project cost of \$3.7 million in capital expenditure over three years. It is expected that the Zoo will contribute \$875,000 toward the project.

Zealandia: Work will begin this year on a Centre for People and Nature at Zealandia. This centre will provide volunteer accommodation and improved research and learning facilities. This is expected to be funded mostly by Zealandia between 2019/20 and 2020/21. The Council has budgeted \$800,000 towards the project.

Restoring our environment: Having planted 1.69 million trees as at the end of January 2019, we're well on our way towards our goal of planting two million native plants in Wellington by 2025. Planting toward this goal started slowly back in 1992, but it has ramped up in recent years.

In 2019/20, we will continue our planting programme and provide another 45,000 eco-sourced native plants to community groups. We're also working with other organisations on growing several threatened native plant species, supported by our new Plant Conservation Lab at Otari-Wilton's Bush.

Makara Peak: We're helping to fund and build a series of new tracks at Makara Peak in partnership with community group Makara Peak Supporters. In the next 10 years, this collaboration will result in 16 kilometres of new track added to the current 40 kilometres. In 2019/20, we have budgeted \$525,000 for Makara Peak, this also includes improvements to visitor entrance facilities.

Responsible camping: We're continuing to encourage responsible camping by providing facilities for campers. In 2019/20, we will build a new public toilet and dump station at Evans Bay, at a budget of \$296,000. Part of the funding is provided through a central government grant.

Looking ahead

Zero Carbon Capital Plan: In May 2019 we consulted on Te Atakura – First to Zero, our blueprint toward a Zero Carbon Capital. Community feedback will be incorporated into the final document which explores possible actions, changes to advocate for, and ways we can support individuals to change. Initiatives in the plan include exploring dynamic shuttles to move people around places where there is not adequate public transport. Any new initiatives will be considered through the next long-term plan.

We continue to actively pursue opportunities to reduce carbon emissions across the city through direct investment in sustainable transport, such as building cycleways, supporting electric vehicle charging, and increasing car-sharing opportunities. Through our District Plan, we are also looking at minimum parking requirements and how we can support the city to grow in a compact and walkable way.

Adaptation to rising sea levels. Adaptation to rising sea levels: A community-led planning process at Makara Beach has resulted in the community recommending short, medium and long-term adaptation measures to prepare the area for the effect of rising seas and more intense weather events. Other parts of the city will also be affected, and we intend to continue to raise awareness of the changing climate, particularly in the Eastern suburbs and the CBD. In future, we will need to adapt our city to the effects of climate change. Decisions about stormwater, roads and private investments must take into account the changing climate – we need to learn to live with more water, and to design our future city accordingly.

Wastewater: Council, along with Wellington Water, is investigating ways to reduce the sewage sludge that is disposed of in our landfill. There is a provisional budget of \$34 million to implement the preferred option from year four (2021/22) of Our 10-Year Plan.

Stormwater: We will be carrying out work to reduce the risk of flooding in Tawa, by installing bigger pipes to accommodate higher levels of stormwater. This is expected to cost \$9.2 million, beginning in 2020/21.

Landfill: Preparation is underway for a resource consent application for an extension of the Southern Landfill. Construction is expected to begin in 2020 at an estimated cost of \$20.4 million. Based on the current levels of waste ending up in the landfill, this extension needs to be operational by mid-2022.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	182,721
Capital expenditure	58,028

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Rationale	What we measure	Activities
2.1 Parks, beaches and open spaces		
<ul style="list-style-type: none"> To provide access to green open spaces. To provide public places to congregate. To provide access to recreational opportunities. To enhance biodiversity. 	<ul style="list-style-type: none"> Utilisation. Attractiveness. Protecting and enhancing our biodiversity. Affordability. Community engagement. 	<ul style="list-style-type: none"> 2.1.1 Local parks and open spaces. 2.1.2 Botanical gardens. 2.1.3 Beaches and coast operations. 2.1.4 Roads open spaces. 2.1.5 Town belts. 2.1.6 Community environmental initiatives. 2.1.7 Walkways. 2.1.8 Biodiversity (pest management). 2.1.9 Waterfront public space.
2.2 Waste reduction and energy conservation		
<ul style="list-style-type: none"> Reducing environmental impacts. 	<ul style="list-style-type: none"> Recycling. Affordability. 	<ul style="list-style-type: none"> 2.2.1 Waste, minimisation, disposal and recycling.

	<ul style="list-style-type: none"> • Customer satisfaction. • Sustainable landfill operation. • Waste minimisation activities. • Energy conservation. 	<p>2.2.2 Closed landfills aftercare.</p> <p>2.2.3 Energy efficiency and conservation.</p>
2.3 Water		
<ul style="list-style-type: none"> • To increase security of potable and stored water. 	<ul style="list-style-type: none"> • Clean and safe. • Meeting customer expectations. • Continuity of supply and resolution of faults. • Efficiency and sustainability. 	<p>2.3.1 Water network.</p> <p>2.3.2 Water collection and treatment.</p>
2.4 Wastewater		
<ul style="list-style-type: none"> • For public and environmental health. 	<ul style="list-style-type: none"> • Compliance and sustainability. • Meeting customer expectations. • Continuity of service and resolution of faults. 	<p>2.4.1 Sewage collection and disposal.</p> <p>2.4.2 Sewage treatment.</p>
2.5 Stormwater		
<ul style="list-style-type: none"> • To protect people, property and the environment from flooding and storm run-off. 	<ul style="list-style-type: none"> • Continuity of service and resolution of faults. • Meeting customer expectations. 	<p>2.5.1 Stormwater management.</p>
2.6 Conservation attractions		
<ul style="list-style-type: none"> • For conservation and biodiversity. • To attract visitors. • To protect flora and fauna. 	<ul style="list-style-type: none"> • Wellington Zoo. • Zealandia. 	<p>2.6.1 Conservation visitor attractions.</p>

3 Whanaketanga ōhanga | Economic development

We want to grow and diversify the city's economy.

We support Wellington's economic growth by supporting high-quality events and promoting tourism, attracting and supporting business activity, and delivering major economic development initiatives.

These activities make Wellington a more vibrant place to live; they improve residents' quality of life, prosperity, identity and the opportunities available to them.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There is one group of activities in this section:

3.1 City promotions and business support.

What we do – an overview

In collaboration with the Wellington Regional Economic Development Agency (WREDA) we:

- Support high-quality events.
- Support business growth and development.
- Promote tourism.
- Undertake major economic catalyst initiatives.
- Encourage business communities to work together through the Business Improvement Districts (BIDs).
- Operate convention centres and venues.

Snapshot of this activity⁴

- 928,692 international visitors to Wellington (measured as international airline passengers entering wellington).
- 5.5 million domestic visitors to Wellington (measured as domestic airline passengers entering wellington).
- 440 major conferences and events held per year.
- 700,000 attendees at Council-supported events.

What's changing and why

Convention and exhibition centre. The Council has long-identified the need for modern and purpose built facilities in Wellington for our community to host events, particularly business events. A convention and exhibition centre will bring business delegates and visitors to the city and provide a venue to host and showcase Wellington's key industries. The development of the centre will be a catalyst investment in what is a largely under-developed precinct. We expect a range of other developments to occur in the area as a result of this investment.

The current long-term plan included \$165.5 million of capital expenditure for a convention centre, based on concept plans. We have now confirmed the design and have more accurate project costs.

⁴ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

The project incorporates a new purpose built convention centre on the Council-owned site on Cable Street, combined with an exhibition hall to host large international touring exhibitions, and a range of public spaces on the ground floor. The revised capital project cost is \$157.8m. Planning is well advanced and ground works will begin on the site in 2019.

Business Improvement Districts (BIDs). A BID is a partnership between a local authority and a defined local business community. It provides a vehicle for local business-led initiatives that support key city objectives of vibrant centres, business creation and development and increased employment.

The process to establish a new BID in Karori is in its final stages. The existing BID, Marsden Village Association (MVA), representatives were key to this process and the new organisation will include the businesses which previously made up the MVA. A steering group of Karori business representatives have engaged the business community and the BID will be established as a result. We will continue to support the BIDs programme by agreeing a number of targeted rates each year. The existing BID targeted rates total \$275,000 (excluding MVA) and a further targeted rate valued at \$60,000 will be added for 2019/20 to support the Karori BID.

Our work programme in 2019/20

City Growth Fund. This fund supports events, partnerships and programmes that contribute to the economic growth of the city. In 2019/20 the fund will also support the following initiatives:

- *Take 10.* Our community safety programmes continue to support a number of programmes that aim to reduce harm related to alcohol. Take 10 is a very successful programme providing a safe place for young people on Friday and Saturday evenings. The programme is supported by a number of partners including Police, health agencies, Wellington Free Ambulance, and youth agencies. We have provided a one-off grant, through the City Growth Fund, of \$80,000 to assist with the purchase and fit-out of a vehicle to ensure this service continues and is able to take a more targeted approach to when and where its services are delivered. Supporting safe enjoyment of events in Wellington.
- *NZ Festival support.* 2019/20 will be a challenging year for the NZ Festival with the St James Theatre and Town Hall venues both unavailable. We will support the Festival through a grant of \$750,000 from the City Growth Fund to provide a range of initiatives that will counter the closure of these venues. This investment from the City Growth Fund will ensure the quality of the Festival is retained and appropriate infrastructure is in place to support this.
- *City Mission support.* We will provide a one-off \$500,000 grant from the City Growth Fund to support the development of additional housing that will assist individuals and families who are at risk of remaining or falling back into homelessness. The City Mission is extending their facilities and adding 50 units as part of the Housing First approach to reducing homelessness, the \$500,000 grant will go toward this project.

Looking ahead

Indoor arena. A site has been identified and concept plans completed for this significant project at Harbour Quay, which aims to add a 12,500 seat indoor arena to the city's venues bringing more high-profile music acts and events to Wellington. The plan aims to stimulate growth in an under-utilised part of the city, and act as a catalyst for new development. A precinct of residential, commercial and retail buildings is envisioned as part of the plan. Given the size of this project the identified site is likely to be the only suitable site, however Centreport owns the site and more discussion is required with the associated stakeholders about the future development of the port land and whether the land is available and suitable for an indoor arena. Work done to date by engineers show that there are solutions to the land resilience challenges on this site; however, further work will be carried out once we have a better understanding of the port development plans.

North Kumutoto waterfront space. The final stage (site 9) of development of the North Kumutoto waterfront space is currently being planned. This follows on from the completion of the new PwC building (site 10) and upgrade of public space (site 8), with work anticipated to start in 2020/21.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	38,108
Capital expenditure	3,089⁵

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Rationale	What we measure	Activities
3.1 City promotions and business support		
<ul style="list-style-type: none"> To attract and retain talented residents. To grow tourism spend and economic returns from events. To grow inward investment and exports. To sustain city vibrancy. 	<ul style="list-style-type: none"> Business improvement districts. Wellington Regional Economic Development Agency (WREDA performance (12 measures). Wellington Regional Stadium Trust performance (6 measures). 	<ul style="list-style-type: none"> 3.1.1 WREDA and venues. 3.1.2 Wellington Convention Centre. 3.1.3 Retail support. 3.1.4 City Growth Fund. 3.1.5 Major economic projects. 3.1.6 International relations. 3.1.7 Business Improvement Districts (BIDs).

⁵ This excludes capital expenditure for the convention and exhibition centre, the capex for this project is in the cultural wellbeing strategy area.

4 Oranga ahurea | Cultural wellbeing

We want Wellington to remain as the cultural capital of New Zealand.

We provide opportunities to develop the city's cultural scene to build engaged and curious communities. We provide support for galleries and museums, community arts and cultural support, and arts partnerships. We develop and deliver a range of city events, and support community events.

We're investing in arts and culture to maintain our position both nationally and internationally as a vibrant, edgy capital.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There is one group of activities in this section:

4.1 Arts and cultural activities.

What we do – an overview

- Manage Toi Pōneke Arts Centre and the City Art Collection.
- Run a programme of arts residencies, public art and pakiTara-toi – Art on walls programme.
- Develop and deliver city events and festivals such as Very Welly Christmas Festival, Ahi Kā, Te Rā o Waitangi, Gardens' Magic, Pacifika festival, and ReCut; and support a range of community festivals such as Newtown festival and Chinese New Year.
- Provide funding support to Te Papa Tongarewa.
- Through the Museums Trust, we provide support to Wellington Museum, City Gallery, Capital E, the Cable Car Museum, Carter Observatory (Space Place) and Nairn Street Historic Cottage.

Snapshot of this activity⁶

- 725,000 visits to our museums and galleries per year (excluding Te Papa).
- 1.5 million visits to Te Papa per year.
- 93% of Wellingtonians agree that Wellington has a rich and culturally diverse arts scene.
- 82% attendee satisfaction with Council-supported events.
- \$25.1 million the NZ Festival's estimated contribution to Wellington's economy.

What's changing and why

St James. The St James Theatre has played an important role in the social and cultural lives of Wellingtonians as a leading venue for theatre, film, music and ballet, for over a century. Seismic strengthening is required to bring this theatre up to a minimum of 67 percent of the New Building Standard (NBS). The long-term plan budget of \$14.9 million for the strengthening of the St James Theatre was based on a concept design, which was developed prior to the building being available for extensive investigation. An intensive building survey and detailed structural design revealed more complex seismic strengthening would be required at an additional \$8.1 million. A further \$8.6 million is also proposed to complete the recommended building and theatre system upgrades during the closure of the theatre. The funding required to complete the project is now expected to be \$31.3 million over the next three years.

⁶ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

Town Hall. Wellington’s Town Hall has significant cultural value as a focal-point for democratic, social and community activities. Through the 2018-28 long-term plan, the Council approved a budget of \$97.4 million to strengthen and refurbish the building, following its closure after the Seddon Earthquake in 2013. The approval was linked to the granting of a long-term lease to the NZ Symphony Orchestra (NZSO) and Victoria University School of Music (VUW) to create a music hub. Since the approval in Our 10-Year Plan further testing, investigation, design and the tendering process has occurred. We now have a better understanding of the extent and likely cost of the works required to strengthen and restore the Town Hall.

Revised cost for the Town Hall project is \$112.4 million excluding contingency and is due to start mid-2019 and take four years to complete. The costs have increased as the structural and ground conditions make it a highly complex project. The highly competitive construction market has also impacted on the project costs.

This project will see the Council retain 40 percent of the total occupancy. NZSO and VUW will share access to the remaining 60 percent, creating a music hub with three shared performance spaces. This will enhance the city’s reputation as a vibrant, centre for the arts, while also bringing in rental revenue. The design will restore public access to Town Hall facilities through events, public Council meetings and pedestrian access between Wakefield Street and Civic Square.

Our work programme 2019/20

Aho-Tini. In collaboration with WellingtonNZ (WREDA) and a group of stakeholders, we are making a strategic commitment to working together to realise the creative potential in the city. Following the launch of the Aho Tini concept in June 2019, we will follow through with our commitment to arts with our partners.

Investment in the arts. We will continue our investment in professional and community arts and cultural projects via three-year funding contracts for established organisations and funding to support one-off projects. Support for high-quality new local theatre and dance works will be offered via the Arts and Culture Fund.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	22,595
Capital expenditure	16,941⁷

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

⁷ This includes capital expenditure for the convention and exhibition centre which is discussed in the economic development chapter.

Rationale	What we measure	Activities
<i>4.1 Arts and cultural activities</i>		
<ul style="list-style-type: none"> • For city vibrancy and cultural expression. • To build and maintain a sense of place and identity. • To grow visitation and exposure to creativity and innovation. 	<ul style="list-style-type: none"> • High quality events. • Arts and cultural sector support. • Funding success. • CCO - Wellington Museums Trust performance (5 measures). 	<ul style="list-style-type: none"> 4.1.1 City galleries and museums (Wellington Museums Trust). 4.1.2 Visitor attractions (Te Papa / Carter Observatory). 4.1.3 Arts and cultural festivals. 4.1.4 Cultural grants. 4.1.5 Access and support for community arts. 4.1.6 Arts partnerships. 4.1.7 Regional amenities fund.

5 Pāpori me te hākinakina | Social and recreation

We aim for strong, healthy communities.

Our focus in this area is on recreation provision, social initiatives and community support, and public health and safety. People are at the heart of everything we do, from providing shelter and support to our most vulnerable residents to investing in infrastructure such as halls and sportsgrounds to meet community needs. We try to make sure people have access to services and activities that help them lead healthy, connected lives.

Overall these activities contribute to the development of opportunities for people to live healthy lifestyles, realise their potential, and enjoy their city.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There are three groups of activities in this section:

5.1 Recreation promotion and support.

5.2 Community support.

5.3 Public health and safety.

What we do – an overview

- Manage and maintain a range of recreation and leisure facilities, including swimming pools, recreation centres, outdoor sports facilities and playgrounds.
- Support the Basin Reserve Trust to manage and operate the Basin Reserve.
- Provide access to libraries and community spaces.
- Provide subsidised rental for low-income Wellingtonians.
- Ensure everyone has access to clean and safe public toilets.
- Facilitate, through regulation, a safe and enjoyable food and alcohol scene.

Snapshot of this activity⁸

- 1.2 million swimming pool visits per year.
- 2.4 million physical visits to libraries.
- 79% people agree Wellington offers a wide range of recreation activities.
- 76% people who feel safe in the city centre after dark.
- 94% City Housing tenants satisfied with services and facilities.

What's changing and why

Arlington development. Last year when we adopted Our 10-Year Plan, we signalled that we would investigate opportunities to partner with other agencies – including other housing providers, developers and central government – to deliver more affordable housing in Wellington. Arlington apartments, in Mt Cook, is the Council's largest social housing site, made up of three sites. The majority of the site was deemed no longer fit-for-purpose and most of the homes on site 1 have stood empty for a period of time.

⁸ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

During 2019 we will enter into an agreement with Housing New Zealand Corporation (HNZC) for the development of Arlington sites 1 and 3. Under this agreement we would enter into a 125 year lease of the sites to HNZC who would be responsible for the redevelopment, social housing service management, funding and maintenance of the sites. The redevelopment would see, the currently rundown sites, improved to provide a mix of modern, social, affordable and supported living homes with good connections to the surrounding community and facilities. This agreement will result in improved level of service for social housing tenants in Wellington at little or no cost to ratepayers.

Our 10-Year Plan will be amended to include the paragraph above in Part D: Statements of Service Provision, the amended plan can be found on Wellington.govt.nz.

Alex Moore Sports Hub. Council has been working with Alex Moore Park Sport and Community Incorporated (AMPSCI) group regarding the development of a sporting hub at Alex Moore Park in Johnsonville which will be used by a number of sports and community groups. The Council will manage the build over two years. The total cost to build the hub is \$4.2 million of which the group will contribute \$2 million.

Community Housing support. Aligned to our goal of ensuring all Wellingtonians are well housed, we will be supporting a community housing provider, Dwell Housing Trust, to deliver 14 housing units in Kilbirnie. Dwell aims to provide safe, secure and comfortable homes for people in need or are on a low income. Dwell currently takes applications from the Ministry of Social Development's Social Housing Register when they have vacancies. This allows allocation of housing vacancies to those most in need. We will provide a grant of \$60,400 to cover the development contribution associated with this development. This will be funded from prior year surplus so will not affect the 2019/20 rates requirement.

Wellington City Library. On 19 March 2019 we made the decision to close the Central Library after receiving advice from engineers that the building has structural vulnerabilities which may mean it may not perform well in the event of a significant earthquake. The footpath around the Library building and the public car park has also been closed. The Library will be closed until further notice, as we start to investigate options and make some decisions about what approach we take to repairs.

A small network of 'pop-up' sites in the CBD is planned to meet the service gap, supported by a warehouse to store and enable access to items.

The overall financial impact of the closure on operational expenditure, including lost revenue from the basement carpark and the café tenancy, is \$4.5 million per year. In addition we will need to invest an additional \$6.0 million of capital expenditure on fitting out pop-up and warehouse solutions.

Due to the timing of the closure in relation to the annual planning cycle, Council have agreed to debt fund the net additional expenditure in 2019/20 and budget for this additional expenditure through the next annual and long-term plans.

Our work programme in 2019/20

Waitohi. Johnsonville's new Waitohi community hub is on track and budget (total budget is \$22.5 million), and due for completion in Summer 2019/20. The kindergarten is scheduled to open in August ahead of the new library, café and reception for the swimming pool. There will also be a link through to Memorial Park, the library and a new swimming pool entrance. For updates on this project, see our engagement site <https://letstalk.wellington.govt.nz/waitohi-community-hub>

Newtown and Aro Community centre upgrades. Community facilities help bring people together, strengthen communities and provide a platform to deliver the activities and services that contribute to community wellbeing. The interior upgrades of the Newtown and Aro community centres are currently in the design phase, with construction set to begin in 2019/20 at a budget cost of \$3.9 million.

Homelessness and supported living. Driven by Te Mahana, our Homelessness Strategy, we will be supporting a number of organisations in an effort to end homelessness, making it rare, brief and non-reoccurring. In 2019/20 this includes:

- Downtown City Ministry (DCM), in December 2018 we entered into a three-year contract to deliver outreach services for people who are sleeping rough and tenancy-sustaining services for those most vulnerable to homelessness.
- City Mission support, as discussed in the economic development section, we will provide a one-off \$500,000 grant from the City Growth Fund to support the development of additional housing that will assist individuals and families who are at risk of remaining or falling back into homelessness. The City Mission is extending their facilities and adding 50 units as part of the Housing First approach to reducing homelessness, the \$500,000 grant will go toward this project.

These initiatives strongly align with and support the Central Government's Housing First programme which is designed to house people quickly then provide intense wraparound support for people who have been chronically homeless. The Council also grants support for emergency and transitional housing services such as the Wellington Night Shelter and the Wellington Homeless Women's Trust.

Karori Events centre. The Karori Events Centre is a community driven project which has resulted in the building of an events centre within the hub of community facilities in Karori, this includes the community centre, library and recreation centre.

The centre has been constructed and will provide an inviting venue where people can pursue their interests and connect with the community in a welcoming, inclusive and safe environment. The centre is still to be fitted out before it can become operational. The Trust has estimated that the full cost of the fit-out is expected to be \$1.1 million, as per a 2016 estimate.

Council officers will work with the Karori Events Trust in the coming months to discuss possible options and opportunities that would assist the Trust to complete the construction and fit-out of the facility. Council will also work with the trust to progress a plan to enable the future sustainable operation of the Centre.

Basin Reserve. The Basin Reserve is ranked among the world's top-10 cricket venues, and is known as one of New Zealand's most picturesque and historic cricket grounds. Substantial progress has been made on upgrading the ground with the RA Vance stand, terraces, scoreboards and players pavilion now completed. Work will focus on completing the strengthening and restoration of the Museum Stand in 2019/20 at a total cost of \$7.7 million, capital investment from Council will be \$6.7 million, with \$1 million contribution from The Basin Reserve Trust.

Looking ahead

Newlands community park development. During 2019/20, planning work will begin on improving Newlands Park, which will include investment in a community play space. Investment of \$3.6 million of capital expenditure is budgeted to make improvements to the park, beginning in 2020/21. Altogether, \$1.5 million of the required funding will be allocated from the Plimmer Trust.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	144,337
Capital expenditure	36,214

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also monitor outcome indicators to monitor progress toward outcomes for the city; these indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website Wellington.govt.nz

Rationale	What we measure	Activities
5.1 Recreation promotion and support		
<ul style="list-style-type: none"> To encourage active and healthy lifestyles. To enable participation in sporting and other group activities. For social cohesion and connectedness. 	<ul style="list-style-type: none"> High quality experience. Utilisation. Affordability. City recreation promotion. Basin Reserve Trust performance (9 measures). 	<ul style="list-style-type: none"> 5.1.1 Swimming pools. 5.1.2 Sportsfields. 5.1.3 Recreation programmes. 5.1.4 Recreation centres. 5.1.5 Recreation partnerships. 5.1.6 Playgrounds. 5.1.7 Marinas. 5.1.8 Golf course.
5.2 Community Support		
<ul style="list-style-type: none"> To foster diverse and inclusive communities. To enable people to connect with information and with each other. 	<ul style="list-style-type: none"> Libraries experience, utilisation, amenity, and affordability. Community centres utilisation. Community advocacy. Funding success. Housing quality and usage. Housing upgrade project. 	<ul style="list-style-type: none"> 5.2.1 Libraries. 5.2.2 Access support (Leisure Card). 5.2.3 Community advocacy. 5.2.4 Grants (social and recreation). 5.2.5 Social housing. 5.2.6 Community centres and halls.
5.3 Public health and safety		
<ul style="list-style-type: none"> To maintain health standards. To help people feel safe. 	<ul style="list-style-type: none"> Efficiency. Timeliness. Hygiene standard. 	<ul style="list-style-type: none"> 5.3.1 Burials cremations. 5.3.2 Public toilets. 5.3.3 Public health regulations. 5.3.4 City safety. 5.3.5 Wellington Regional Emergency Management

Rationale	What we measure	Activities
		Office (WREMO).

6 Tāone tupu ora | Urban development

We want to see our city thrive as it grows.

Our work in this area includes enhancing CBD public space, making improvements to the waterfront and suburban centres, developing public spaces such as urban parks and squares, looking after heritage in the city, assessing and issuing building and resource consents, ensuring earthquake-prone buildings are strengthened, and planning for the city's development.

These activities matter to the lives of individual Wellingtonians and to the community as a whole; they enable the city to grow while retaining its unique sense of place and liveability; and they provide the opportunity for people to live, work and play in an urban environment that is both attractive and sustainable.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There are two groups of activities in this section:

6.1 Urban planning, heritage and public services development (including waterfront development).

6.2 Building and development control.

What we do – an overview

- Assess earthquake-prone buildings and set times for strengthening work.
- Plan for future growth of the city.
- Undertake building and resource consent work.
- Carry out suburban centre upgrades and laneway improvements.
- Enhance the CBD public space, urban parks and squares.
- Support the protection of heritage buildings in the city.

Snapshot of this activity⁹

- \$440 million value of residential building consents.
- \$272 million value of non-residential building consents.
- 86% residents agree the central city is lively and attractive.
- 92% residents agree Wellington is a great place to live, work and play.

What's changing and why

Built Heritage Incentive and Resilience Fund. We are increasing funding to \$1 million per year through two separate funds to capture a broader range of earthquake resilience projects than the current fund. The two funds are likely to be allocated to the following areas:

- \$500,000 toward supporting owners of earthquake-prone heritage buildings, for example support in obtaining heritage advice
- \$500,000 toward supporting owners of earthquake-prone buildings to meet associated costs of earthquake-strengthening their buildings, for example on engineering assessments and traffic management plans.

⁹ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

Band Rotunda redevelopment. After seeking registrations of interest for the redevelopment of the Band Rotunda at Oriental Bay in mid-2018, Council has accepted a proposal from Cheops Holdings. Cheops specialises in restoring and rejuvenating historic, underutilised buildings across Wellington, previous projects include the Press Hall precinct, Public Trust Building and 15 Stout Street. The upgrade will see the rotunda meet at least 80 percent of the New Building Standards, an upgrade to the interior to suit a hospitality operator and public access to the building maintained while also ensuring this landmark contributes to heritage and urban design values of the area. We have included \$300,000 in operational funding in the budget to facilitate and contribute to the redevelopment. This proposal allows for the upgrade of a much loved and iconic building on Wellington's waterfront in a cost-effective manner.

Our work programme 2019/20

Earthquake Prone Buildings. There are currently around 600 EPBs in Wellington. Around 120 of these are heritage buildings. Owners of these buildings are required to undertake work to bring them up to a satisfactory level of structural integrity. This year, we will continue to work with building owners and will develop an enhanced advisory service to support this programme of work, as promoted by Inner City Wellington and others. There will be a particular emphasis on buildings that have been identified as Priority Buildings, where timelines for strengthening will be reduced to 7.5 years. We are in liaison with Central Government around the EPB framework and will ensure that Council and Government effort is integrated and complementary.

Looking ahead

Planning for Growth. We are expecting an additional 50,000 to 80,000 more people to call Wellington home over the next 30 years. We are required, under the National Policy Statement on Urban Development Capacity, to ensure we have enough land available to meet residential and commercial land demand across the city for the short, medium and long-term. To ensure we can accommodate this growth we need to have a coordinated plan. We need to review our Urban Grown Plan and the District Plan to be able to direct the expected population growth into the most appropriate places, manage new development to ensure the city remains compact, inclusive and connected, green, resilient, vibrant and prosperous, and to attract meaningful investment.

In May 2019 we consulted on four growth scenarios, through our Planning for Growth, programme. The submissions we received will inform a spatial plan for the city by early 2020. The spatial plan is a coordinated plan to manage urban growth and development and will set the policy direction to inform the District Plan review.

Making Wellington more accessible. We are committed to making Wellington more accessible. In partnership with the Council's Accessibility Advisory Group, we will finalise a new three-year Accessible Action Plan for the city. While some actions will be funded from existing work programmes, others may require additional funding. Any new initiatives will be considered in future annual and long-term plans.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	34,069
Capital expenditure	43,621

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Rationale	What we measure	Activities
6.1 Urban planning, heritage and public spaces development		
<ul style="list-style-type: none"> To enable smart growth/urban containment. For open public spaces. For character protection. 	<ul style="list-style-type: none"> High-quality development. Protecting heritage. 	6.1.1 Urban planning and policy development. 6.1.2 Waterfront development. 6.1.3 Public spaces and centres development. 6.1.4 Built heritage development. 6.1.5 Housing development.
6.2 Building and development		
<ul style="list-style-type: none"> To protect public health and safety. For resilience. 	<ul style="list-style-type: none"> Effective planning. Timeliness. Customer focus. Compliance. 	6.2.1 Building control and facilitation. 6.2.2 Development control and facilitation. 6.2.3 Earthquake risk mitigation – built environment. 6.2.4 Regulatory – building control and facilitation (weathertight homes).

7 Ngā waka haere | Transport

We want a safe, efficient and reliable transport system.

A good transport system should do more than just move people and goods efficiently. It should benefit people's overall quality of life, support economic productivity, help create healthy urban neighbourhoods that are people focused, and reduce the city's carbon emissions.

We're investing in transport options to maintain easy access in and around our city, promoting alternatives to private car usage, managing congestion and acting as a catalyst for urban renewal and sustainable growth.

In this section

This section includes what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs. There are two groups of activities in this section:

7.1 Transport.

7.2 Parking.

What we do – an overview

- Maintain, develop and improve infrastructure to support different forms of transport.
- Encourage more sustainable and cost-effective transport options, such as walking, cycling and public transport.
- Make ongoing improvements to the safety of our transport network.
- Support the Wellington Cable Car.
- We provide around 10 percent of the public parking in central Wellington to facilitate convenient access to the city.

Snapshot of this activity¹⁰

- 885km pedestrian paths.
- 31.3km cycleways.
- 14,500 LED street lights.
- 11,000 pedestrians entering the Central Business District everyday (on an average weekday – pedestrian cordon survey 2017/18).
- 53% residents who believe that parking enforcement is fair.

What's changing and why

Parking. We need to make the best use of our limited street space and want to encourage more people to walk, cycle or ride public transport, instead of using private vehicle transport and parking. Therefore we are making a number of changes to our parking service, these are:

- Limit free parking for Freyberg Pool and Gym members to two hours per day, but with an additional two hours available at the hourly rate of \$2.50.
- Increase Coupon Parking, including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200.
- Change the 60-minute free parking zone in upper Cuba St to 120 minutes metered parking.

¹⁰ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

- Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week.
- Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour in the green zone and \$4 to \$4.50 per hour in the yellow zone (see maps and zone descriptions in the Changes to Fees and Charges section from page 31 for the zones).
- Change the annual cost of a Residents Parking Permit from \$126.50 to \$195.
- Change the Coupon Exemption Permit from \$71.50 to \$120 per annum.
- Trial the use of fixed cameras to improve enforcement of bus lanes, bus stops, clearways and broken yellow lines.

These changes will make sure those who use our parking services continue to pay for it. They will also support our goals for the city to encourage greater use of public transport and active modes of transport. For details of these fees and maps of parking zones, please refer to Appendix 2: Fees and user charges.

Cycling masterplan. A number of projects designed to make things easier and safer for people on bikes and on foot will continue through 2019/20 as part of our cycleways programme. These include:

- Cobham Drive
- Evans Bay
- Kilbirnie connections.

While we expect to see the projects above taking shape, or being completed in 2019/20, more design work and community engagement is required to decide how to provide safer bike routes in Berhampore, Newtown and Mount Cook.

We aim to secure as much Government support as we can for work in the south. So on the advice of the NZ Transport Agency, we will plan all the connections between the south coast and the city and seek funding for the whole lot in one go, including the planned redesign of The Parade in Island Bay.

This means construction on the following projects may not begin until 2020/21:

- Newtown Connections – Berhampore, Newtown and Mount Cook.
- Island Bay redesign.

Our work programme in 2019/20

Bus shelters. We will work with Greater Wellington Regional Council to prioritise and add bus shelters to our network. New shelters are prioritised based on a number of factors including how many and how frequently people board a bus, the weather and exposure, distance between stops/shelters and customer requests. We're doubling the budget for bus shelters in 2019/20 which will allow us to progress more of the new shelters from our list.

Variable messaging signs (VMS). We will purchase five new electronic signs to be used across the network to help people plan their journey and inform them of potential hazards. They can, for example, be used to warn people of construction works or events that may disrupt their journey.

Safer roads – minor safety improvements and safer speeds. We have allocated \$1.3 million per year towards initiatives that deliver road safety benefits. The programme is developed using a risk-based prioritisation process and may be adapted as safety issues arise. The following are likely to progress in 2019/20:

- Safer speeds in the CBD.
- Intersection improvements in Hataitai, Brooklyn and Te Aro.

- Safer shopping area speed limits in Tawa, Linden, Karori and Marsden village.

Transport resilience. Parts of the transport network are on steep hills that require substantial retaining structures and tunnels. The network is also susceptible to damage from storm events. Strengthening our infrastructure, and clean-ups following storms remain a focus. The projects that will be progressed in 2019/20 include Ngaio Gorge rock bluffs, the Chaytor Street retaining wall in Karori and improvements to the Northland tunnel.

Looking ahead

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the NZ Transport Agency (NZTA) to develop a transport system that supports the public's aspirations for how the city looks, feels, and functions.

In May 2019 the Government announced the LGWM Indicative Package and committed to support the \$6.4 billion plan for this transformational project over two decades.

The programme partners are now working on the next steps for the LGWM programme, as follows.

- Engaging with stakeholder groups to discuss the indicative package and the way forward for the programme.
- Agreeing the funding requirements for LGWM's implementation.
- Starting work on a programme of early delivery to start moving more people with fewer vehicles.
- Starting detailed business case work on the larger elements of the programme.
- Developing a new partnership agreement and delivery model to deliver the programme.

Council will consider these issues over the coming months. We expect to be able to cover our share of the expenditure in 2019/20 from existing budgets and will reconsider budget impacts in future annual and long-term plans, once we confirm our share of the programme. To find out more, visit the LGWM project website <https://getwellymoving.co.nz/the-plan/>

Petone/Grenada link. The Petone to Grenada project was one of a number of transport projects re-evaluated by the NZTA to align it with the new priorities set out in the Government Policy Statement on Land Transport (GPS). The NZTA report that the re-evaluation found that the need for improved east-west connections generally aligns with the Government's priorities, but that the Petone to Grenada link road in its previously proposed form may not proceed.

The re-evaluation report recommends that the NZTA further investigates how best to improve resilience, safety, and east-west transport choice. This means taking a step back and ensuring other east-west options across the state highway network (the triangle formed by SH1, SH2 and SH58) are considered. The timing of this work will depend on funding availability and other nationwide funding priorities. In endorsing the recommendations, the NZTA Board has noted that a link road is required, but funding will be considered at a later date. The re-evaluation recommended that construction of an east-west connection be considered for funding from 2028. This NZTA-led project is expected to unlock access in the Lincolnshire development in Horokiwi.

Cycling masterplan. Over the next 10 years and beyond, Wellington City Council is partnering with NZTA and central government to deliver a fully connected cycle network throughout Wellington. By 2028 the cycle network is expected to see connections developed to the south through Newtown, Berhampore and Island Bay, to the outer eastern suburbs, including Miramar, and Strathmore Park. NZTA is expected to develop a connection to the Hutt Valley. Karori, Highbury, Kelburn and Brooklyn will all become part of the network. Safer connections from Johnsonville, Newlands, Churton Park and Tawa will be added from the north, and Thorndon and the CBD are expected to be improved as part of the LGWM programme.

What it costs

2019/20 Annual Plan	\$000
Operating expenditure	87,128
Capital expenditure	58,107

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the Appendix 1: Detailed performance information.

We also have outcome indicators to monitor progress toward desired results for the city. These indicators are at least partly out of our control. For these indicators, please refer to Our 10-Year Plan on our website, wellington.govt.nz

Rationale	What we measure	Activities
7.1 Transport network		
<ul style="list-style-type: none"> • So our transport networks are reliable. • To increase mode share and reduce emissions. • For road safety. 	<ul style="list-style-type: none"> • Network condition and maintenance. • Active modes promotion. • Network safety. • Network efficiency and congestion. • Public transport enablement. • Wellington Cable Car Limited performance (7 measures). 	<ul style="list-style-type: none"> 7.1.1 Transport planning. 7.1.2 Vehicle network. 7.1.3 Cycle network. 7.1.4 Passenger transport network. 7.1.5 Pedestrian network. 7.1.6 Network-wide control and management. 7.1.7 Road safety.
7.2 Parking		
<ul style="list-style-type: none"> • To enable people to shop, work and access recreation activities. 	<ul style="list-style-type: none"> • Efficiency. • Equity. • Availability. 	<ul style="list-style-type: none"> 7.2.1 Parking.

Ngā rōpū e here ana ki te Kaunihera | Council-Controlled Organisations (CCOs)

To achieve our objectives for Wellington, we have established several companies and trusts. These were set up to independently manage Council facilities, or to deliver significant services and undertake development on behalf of the Wellington community.

Where necessary, we provide funding to support their operations and capital investment requirements.

The following pages provide a summary of what the organisations do, their objectives, structure, and how their performance is measured. For detail on the performance measures that WCC will be reporting on for CCOs, please refer to Our 10-Year Plan.

Wellington Regional Stadium Trust



The Trust owns, operates and maintains the Stadium as a high-quality multi-purpose sporting venue. All of its trustees are jointly appointed by the Council and GWRC.

Objectives	Activities	Performance measures
The Wellington Regional Stadium Trust owns, operates and maintains the Stadium as a high-quality multi-purpose sporting and cultural venue. It provides facilities to be used for rugby, cricket and other sports codes, musical and cultural events, and other users, including sponsors and event and fixture organisers.	<p>Operates the Stadium.</p> <p>Manages the event programme and seeks opportunities to provide regular quality events.</p> <p>Ensures the Stadium is provided to the community for appropriate usage.</p> <p>Administers the Trust assets and the Stadium on a prudent commercial basis.</p>	<p>Total revenue.</p> <p>Net surplus.</p> <p>Number of events.</p> <p>Attendance.</p> <p>Satisfaction.</p>

For performance measures and targets, please refer to Our 10-Year Plan.

Note: The Wellington Regional Stadium Trust is not formally defined as a CCO. This plan for its activities is presented to recognise the interest that Wellington City ratepayers have in the Trust and its activities.

Wellington Museums Trust



The Trust, which trades as Experience Wellington, operates six institutions on behalf of Wellington City Council. These are Capital E, Space Place at Carter Observatory, City Gallery Wellington, Nairn Street Cottage, Wellington Museum and the Cable Car Museum. All trustees are appointed by the Council.

Objectives	Activities	Performance measures
<p>The Wellington Museums Trust (WMT) was established in 1995 to promote and manage the City Gallery Wellington, the Museum of Wellington City and Sea, the Colonial Cottage, Capital E, the Wellington Cable Car Museum and the Carter Observatory (Space Place).</p> <p>Experience Wellington manages its facilities, establishes exhibition programmes and education policies for its facilities, and develops acquisition, de-accession and collection development policies for its collections and artefacts.</p>	<p>Delivers high-quality experiences, events and exhibitions at its facilities.</p> <p>Manages conservation and care for the objects of its collections, and conduct research and development to enhance visitors' experiences.</p> <p>Offers quality education experiences to children and young people.</p> <p>Promotes and protect the heritage of venues.</p> <p>Works with national and international artists and collectors.</p>	<p>Total visitor to our museums.</p> <p>WCC subsidy per visitor.</p> <p>Total Revenue.</p> <p>Cost to Council.</p> <p>Satisfaction.</p>

For performance measures and targets, please refer to Our 10-Year Plan.

Wellington Regional Economic Development Agency (WREDA)



WREDA combines the economic development activities of Wellington City Council and GWRC into one organisation. Wellington City Council is an 80 percent shareholder.

Objectives	Activities	Performance measures
<p>WREDA is an economic development agency that brings together the region's economic development agencies (city tourism, Creative HQ, venues (Positively Wellington Venues), and the Council's major event activities.</p>	<p>Markets and promotes Wellington as a destination for tourists, migrants, students, businesses and investors.</p> <p>Helps businesses grow and innovate.</p> <p>Advocates for Wellington's economy.</p> <p>Attracts and promotes conferences, performances and major events.</p> <p>Operates the civic venues.</p>	<p>Number of events.</p> <p>Return on Investment via out-of-Wellington spend (events).</p> <p>Attendance.</p> <p>Share of conference market.</p> <p>Visitor spend revenue.</p> <p>Grants.</p>

For performance measures and targets, please refer to Our 10-Year Plan.

Wellington Zoo Trust



The Trust manages the Zoo’s assets and operations. All trustees are appointed by the Council.

Objectives	Activities	Performance measures
The Wellington Zoo Trust manages the assets and operations of Wellington Zoo for the benefit of the residents of Wellington and visitors to the city. It promotes species conservation, educates the community by building an awareness of plant and animal species, and supports the conservation and educational activities of other organisations.	<ul style="list-style-type: none"> Cares for resident animals and manages the animal collection. Provides a high-quality visitor experience. Participates in captive management breeding and breed-for-release programmes. Develops and maintains high-quality animal exhibits. Delivers educational material and learning experiences. Contributes to zoological, conservation and facilities management research projects. 	<ul style="list-style-type: none"> Number of visitors. Average Council subsidy per visitor. Average income per visitor. Maintain carboNZero certification. Satisfaction.

For performance measures and targets, please refer to Our 10-Year Plan.

Basin Reserve Trust



The Trust has four trustees – two are appointed by the Council and two by Cricket Wellington.

Objectives	Activities	Performance measures
The Basin Reserve Trust manages and operates the Basin Reserve to continue to attract national and international sporting events to Wellington.	<ul style="list-style-type: none"> Manages the Basin Reserve for recreational activities and the playing of cricket for the residents of Wellington. Contributes to the events programme for Wellington. Operates as a successful not-for profit undertaking. Preserves and enhances the heritage value of the Basin Reserve. Provides the home for the NZ Cricket Museum. 	<ul style="list-style-type: none"> Number of event days (Basin Reserve usage). Attendance at events. Revenue & Grants.

For performance measures and targets, please refer to Our 10-Year Plan.

Karori Sanctuary Trust



The Trust became a CCO on 1 October 2016. The Council has the overall responsibility for appointing members to the Trust board.

Objectives	Activities	Performance measures
To connect people with our unique natural heritage, and inspire actions that transform how people live with nature in our cities, towns and beyond.	<p>Manages ongoing conservation and restoration work in the sanctuary.</p> <p>Works with organisations and community groups to support local biodiversity.</p> <p>Provides educational experiences.</p> <p>Connects people to New Zealand's unique heritage.</p>	<p>Visitor numbers.</p> <p>Average Council subsidy per visitor.</p> <p>Average income per visitor.</p>

For performance measures and targets, please refer to Our 10-Year Plan.

Wellington Cable Car Limited



Wellington City Council is the 100 percent shareholder and appoints all the directors.

Objectives	Activities	Performance measures
Wellington Cable Car Limited owns and operates the Cable Car.	<p>Maintains the cable cars and associated track, plant, tunnels, bridges and buildings in accordance with best engineering practice, and to meet the certification requirements of the NZTA.</p> <p>Markets and manages the cable car passenger service operation.</p>	<p>Cable car passenger trips.</p> <p>Total income earned.</p> <p>Tourist satisfaction survey.</p> <p>Revenue & Grants.</p> <p>Reliability.</p>

For performance measures and targets, please refer to Our 10-Year Plan.



Wellington Water is owned by the Hutt, Porirua, Upper Hutt and Wellington City councils and GWRC. The councils are all equal shareholders and each council owns its respective water, stormwater and wastewater assets.

Objectives	Activities	Performance measures
<p>To manage the provision of water services (water supply, stormwater and wastewater) to the residents and businesses in the areas served by its customers.</p> <p>Wellington Water’s customers are Wellington City Council, Hutt City Council, Porirua City Council and Upper Hutt City Council.</p>	<p>Provides high-quality, safe and environmentally sustainable services to shareholding councils and other customers with a focus on contracted service delivery for the operation, maintenance and ongoing development of drinking water, stormwater and wastewater assets and services, and asset management planning.</p>	<p>Provide a reliable water supply, wastewater and stormwater management service.</p> <p>Deliver budgeted capital expenditure projects for its shareholding councils.</p> <p>Deliver budgeted operating and maintenance activities for its shareholding councils.</p> <p>Comply with relevant standards, legislation and resource consents.</p>

For performance measures and targets, go to the Environment section of the detailed performance information. All measures under activities 2.3, 2.4 and 2.5 are Wellington Water measures, with the exception of the measure that reads ‘residents (%) satisfied with the stormwater system’, this is measured by WCC through the annual residents monitoring survey.

Part C: Financial information

Annual plan disclosure statement for year ending 30 June 2019

What is the purpose of this statement?

The purpose of this statement is to disclose the council's planned financial performance in relation to various benchmarks to enable the assessment of whether the council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

The council is required to include this statement in its annual plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the **regulations**). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Benchmark		Planned	Met
1. Rates affordability benchmark			
• income	Quantified limit \$350m	\$324.6m	Yes
• increases	Quantified increase limit \$40.5m	\$15.1m increase	Yes
2. Debt affordability benchmark	Net closing debt over operating income 175%	135%	Yes
3. Balanced budget benchmark	100%	98%	No
4. Essential services benchmark	100%	139%	Yes
5. Debt servicing	10%	4.6%	Yes

Notes:

1 Rates affordability benchmark

(1) For this benchmark:

- (a) the council's planned rates income for the year is compared with a quantified limit on rates contained in the financial strategy included in the council's long-term plan; and
- (b) the council's planned rates increases for the year are compared with a quantified limit on rates increases for the year contained in the financial strategy included in the council's long-term plan.

(2) The council meets the rates affordability benchmark if:

- (a) its planned rates income for the year equals or is less than each quantified limit on rates; and
- (b) its planned rates increases for the year equal or are less than each quantified limit on rates increases.

2 Debt affordability benchmark

- (1) For this benchmark, the council's planned borrowing is compared with a quantified limit on borrowing contained in the financial strategy included in the council's long-term plan.
- (2) The council meets the debt affordability benchmark if its planned borrowing is within each quantified limit on borrowing.

3 Balanced budget benchmark

- (1) For this benchmark, the council's planned revenue (excluding development contributions, vested assets, financial contributions, gains on derivative financial instruments, and revaluations of property, plant, or equipment) is presented as a proportion of its planned operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment).
- (2) The council meets the balanced budget benchmark if its revenue equals or is greater than its operating expenses.

In 2019/20 the planned revenue falls below the planned operating expenses (98%). This is due to the treatment of Council's housing property at Arlington sites 1 and 3. Council is entering into a long-term lease agreement for these sites; (see also Part B: Our work in detail, Social and Recreation p28). If this loss were not included the benchmark would have been met.

This benchmark does not take balance sheet funding into account, however we do have a balanced budget for operational funding as shown in the Explanation of Surplus/Deficit.

4 Essential services benchmark

- (1) For this benchmark, the council's planned capital expenditure on network services is presented as a proportion of expected depreciation on network services.
- (2) The council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.

5 Debt servicing benchmark

- (1) For this benchmark, the council's planned borrowing costs are presented as a proportion of planned revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).
- (2) Because Statistics New Zealand projects that the council's population will grow slower than the national population growth rate, it meets the debt servicing benchmark if its planned borrowing costs equal or are less than 10% of its planned revenue.

Fees and user charges

Our Revenue and Financing Policy guides our decisions on how to fund Council services. Under the policy, we take into account who benefits from a service (individuals, parts of the community, or the community as a whole) to help us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from each of the user charges, general rates, targeted rates and other sources of income.

In line with that policy, we're proposing some changes to fees and charges in the following areas:

- 2.2.1 Waste minimisation, disposal and recycling management.
- 2.4.1 Sewage collection and disposal network.
- 5.1.1 Swimming pools.
- 5.1.2 Sportsfields.
- 5.1.7 Marinas.
- 5.2.6 Community centres and halls.
- 5.3.1 Burials and cremations.
- 5.3.3 Public health.
- 7.2.1 Parking.

2.2.1 Waste minimisation, disposal and recycling management

Fee type	Current fee	Proposed fee	Fee Increase
Southern Landfill - General waste fee - per tonne	\$126.00	\$128.00	\$2.00
Southern Landfill - Special waste fee (Type A) - per tonne	\$148.60	\$203.60	\$55.00
Southern Landfill – Special waste fee (All other) - per tonne	\$148.60	\$163.50	\$14.90

2.4.1 Sewage collection and disposal network

Fee type	Current fee	Proposed fee	Fee Increase
Up to 100m ³ /day	\$0.31/m ³	\$0.32/m ³	\$0.01m ³
Between 100m ³ /day and 7000m ³ /day	\$0.13/m ³	\$0.14/m ³	\$0.01m ³
Above 7000m ³ /day	\$0.95/m ³	\$0.98/m ³	\$0.03m ³
B.O.D - Up to 3150kg/day	\$0.33/m ³	\$0.34/m ³	\$0.01m ³
B.O.D - Above 3150kg/day	\$0.73/m ³	\$0.75/m ³	\$0.02m ³
Suspended Solids - Up to 1575kg/day	\$0.32/m ³	\$0.33/m ³	\$0.01m ³
Suspended Solids - Above 1575kg/day	\$0.58/m ³	\$0.60/m ³	\$0.02m ³

5.1.1 Swimming pools

Fee type	Current fee	Proposed fee	Fee Increase
Adult swim	\$6.00	\$6.30	\$0.30
Adult Khandallah	\$3.10	\$3.20	\$0.10
Adult Concession (10 swims)	\$54.00	\$56.70	\$2.70

Adult per month	\$60.50	\$62.00	\$1.50
Adult Year	\$724.60	\$740.00	\$15.40

5.1.2 Sportsfields

Fee type	Current fee	Proposed fee	Fee Increase
<i>Rugby, League, Soccer/Football, Aussie Rules:</i>			
Natural Turf - Seasonal: Level 1	\$2,400.00	\$2,425.00	\$25.00
Natural Turf - Seasonal: Level 2	\$1,600.00	\$1,620.00	\$20.00
Natural Turf - Training:			
Natural Turf - 1 night (season) Ground only (Unserviced)	\$390.00	\$400.00	\$10.00
Natural Turf - 2 nights (season) (Unserviced)	\$770.00	\$775.00	\$5.00
Natural Turf - 3 nights (season) (Unserviced)	\$1,160.00	\$1,172.00	\$12.00
Natural Turf - 4 nights (season) (Unserviced)	\$1,538.00	\$1,545.00	\$7.00
Natural Turf - 1 night/(season) (Serviced)	\$840.00	\$850.00	\$10.00
Natural Turf - 2 nights/(season) (Serviced)	\$1,648.00	\$1,658.00	\$10.00
Natural Turf - 3 nights/(season) (Serviced)	\$2,473.00	\$2,485.00	\$12.00
Natural Turf - Tournament fee (Base fee by Sport code) field/day	\$300 - \$500	\$320 - \$550	\$20-\$50

5.1.7 Marinas

Fee type	Current fee	Proposed fee	Fee Increase
Clyde Quay - Mooring / year	\$1,105.00	\$1,140.00	\$35.00
Clyde Quay - Boat Shed (2 to 13) / year	\$2,320.00	\$2,390.00	\$70.00
Clyde Quay - Boat Shed (14 to 27) / year	\$2,087.00	\$2,152.00	\$65.00
Clyde Quay - Boat Shed (28, 29) / year	\$2,897.00	\$2,987.00	\$90.00
Clyde Quay - Boat Shed (38B) / year	\$1,675.00	\$1,725.00	\$50.00
Clyde Quay - Boat Shed (38A to 42B, 48A, 48B) / year	\$2,407.00	\$2,477.00	\$70.00
Clyde Quay - Boat Shed (43A to 47B) / year	\$2,785.00	\$2,870.00	\$85.00
Clyde Quay - Dinghy Rack / year	\$194.00	\$200.00	\$6.00
Evans Bay - Berth / year	\$2,780.00	\$2,865.00	\$85.00
Evans Bay - Berth (Sea Rescue Jetty) / year	\$1,634.00	\$1,684.00	\$50.00
Evans Bay - Boat Shed (8 to 11) / year	\$1,094.00	\$1,129.00	\$35.00
Evans Bay - Boat Shed (1 to 7, 12 to 32) / year	\$2,189.00	\$2,254.00	\$65.00
Evans Bay - Boat Shed (33 to 46) / year	\$3,280.00	\$3,375.00	\$95.00
Evans Bay - Dinghy Locker / year	\$327.00	\$337.00	\$10.00
Evans Bay - Live-Aboard fee / year	\$572.00	\$590.00	\$18.00
Evans Bay - Trailer Park / month	\$124.00	\$128.00	\$4.00

5.2.6 Community centres and halls

Fee type	Current fee	Proposed fee	Fee Increase
Community groups per hour	\$16.00	\$17.90	\$1.90
Commercial per hour	\$21.00	\$23.50	\$2.50
Private event per hour	\$26.00	\$29.10	\$3.10
Commercial private per hour	\$36.00	\$39.90	\$3.90
Venue security check fee / one off	\$46.00	\$50.90	\$4.90

5.3.1 Burials and cremations

Fee type	Current fee	Proposed fee	Fee Increase
Cremation - Delivery Only	\$685.00	\$692.00	\$7.00
Cremation - Committal Service	\$838.00	\$846.00	\$8.00
Cremation - Full Service	\$894.00	\$902.00	\$8.00
Cremation - Child	\$190.00	\$200.00	\$10.00
Cremation - Outside District Casket Interment	\$1,000.00	\$1,020.00	\$20.00
Plot Search	\$10.00	\$15.00	\$5.00
Change of Deed	\$63.00	\$70.00	\$7.00
Rimu Urn - Adult	\$86.00	\$90.00	\$4.00
Rimu Urn - Adult Half Size	\$60.00	\$75.00	\$15.00

5.3.3 Public health

Fee type	Current fee	Proposed fee	Fee Increase
Entire Dogs	\$172.50	\$176.00	\$3.50
Paid After 1 August / penalty	\$85.00	\$88.00	\$3.00
Desexed Dogs	\$125.00	\$127.50	\$2.50
Paid After 1 August / penalty	\$61.25	\$63.75	\$2.50
Responsible Dog owner status	\$61.50	\$62.75	\$1.25
Paid After 1 August (entire) / penalty	\$196.00	\$201.25	\$5.25
Paid After 1 August (de-sexed) / penalty	\$124.75	\$128.50	\$3.75
Working Dogs	\$52.50	\$53.50	\$1.00
Paid After 1 August / penalty	\$25.00	\$26.75	\$1.75
Working Dogs (puppies)	\$27.50	\$28.00	\$0.50
New Registrations - pro rata fees	\$88.00	\$89.80	\$1.80
Multiple dog application	\$34.00	\$34.50	\$0.50
Replacement reg tag	\$11.50	\$12.00	\$0.50
RDO Application	\$59.50	\$61.00	\$1.50
Puppies			
Month puppy was born / Month registration due	Desexed fee/Entire fee	Desexed fee/Entire fee	Increase
January / May	\$23.00/\$31.50	\$23.40/\$32.10	\$0.40/\$0.60
February / June	\$12.80/\$17.40	\$13.10/\$17.80	\$0.30/\$0.40
March / July	\$125.00/\$172.50	\$127.50/\$176.00	\$2.50/\$3.50

April / August	\$114.80/\$158.40	\$117.10/\$161.60	\$2.30/\$3.20
May / September	\$104.60/\$144.30	\$106.70/\$147.20	\$2.10/\$2.90
June / October	\$94.40/\$130.20	\$96.30/\$132.80	\$1.90/\$2.60
July / November	\$84.20/\$116.10	\$85.90/\$118.50	\$1.70/\$2.40
August / December	\$74.00/\$102.00	\$75.50/\$104.10	\$1.50/\$2.10
September / January	\$63.80/\$87.90	\$65.10/\$89.70	\$1.30/\$1.80
October / February	\$53.60/\$73.80	\$54.70/\$75.30	\$1.10/\$1.50
November / March	\$43.40/\$59.70	\$44.30/\$60.90	\$0.90/\$1.20
December / April	\$33.20/\$45.60	\$33.90/\$46.50	\$0.70/\$0.90
Imported Dogs & Puppies			
Month arrived in NZ	Desexed fee/Entire fee	Desexed fee/Entire fee	Increase
January	\$23.00/\$31.50	\$23.40/\$32.10	\$0.40/\$0.60
February	\$12.80/\$17.40	\$13.10/\$17.80	\$0.30/\$0.40
March	\$125.00/\$172.50	\$127.50/\$176.00	\$2.50/\$3.50
April	\$114.80/\$158.40	\$117.10/\$161.60	\$2.30/\$3.20
May	\$104.60/\$144.30	\$106.70/\$147.20	\$2.10/\$2.90
June	\$94.40/\$130.20	\$96.30/\$132.80	\$1.90/\$2.60
July	\$84.20/\$116.10	\$85.90/\$118.50	\$1.70/\$2.40
August	\$74.00/\$102.00	\$75.50/\$104.10	\$1.50/\$2.10
September	\$63.80/\$87.90	\$65.10/\$89.70	\$1.30/\$1.80
October	\$53.60/\$73.80	\$54.70/\$75.30	\$1.10/\$1.50
November	\$43.40/\$59.70	\$44.30/\$60.90	\$0.90/\$1.20
December	\$33.20/\$45.60	\$33.90/\$46.50	\$0.70/\$0.90
Adopted Dogs & Puppies			
Month adopted	Current fee	Proposed fee	Increase
January	\$12.50	\$12.75	\$0.25
February	\$7.60	\$7.75	\$0.15
March	\$61.50	\$62.75	\$1.25
April	\$56.60	\$57.75	\$1.15
May	\$51.70	\$52.75	\$1.05
June	\$46.80	\$47.75	\$0.95
July	\$41.90	\$42.75	\$0.85
August	\$37.00	\$37.75	\$0.75
September	\$32.10	\$32.75	\$0.65
October	\$27.20	\$27.75	\$0.55
November	\$22.30	\$22.75	\$0.45
December	\$17.40	\$17.75	\$0.35

**5.3.3 Public health continued – Alcohol
Licensing Fees**

Fee type	Current fee	Proposed fee	Fee Increase
<i>Alcohol fees</i>			
Risk Category	Application Fee		
Very low	\$368.00	\$486.00	\$118.00
Low	\$609.50	\$805.00	\$195.50
Medium	\$816.50	\$1,078.00	\$261.50
High	\$1,023.50	\$1,351.00	\$327.50
Very high	\$1,207.50	\$1,594.00	\$386.50
	Annual Fee		
Very low	\$161.00	\$213.00	\$52.00
Low	\$391.00	\$516.00	\$125.00
Medium	\$632.50	\$835.00	\$202.50
High	\$1,035.00	\$1,366.00	\$331.00
Very high	\$1,437.50	\$1,898.00	\$460.50
Special Licences	Fee		
Class 1	\$575.00	\$759.00	\$184.00
Class 2	\$207.00	\$273.00	\$66.00
Class 3	\$63.25	\$83.00	\$19.75
Managers Certificate	\$316.25	\$316.25	no change
Temporary Authority	\$296.70	\$392.00	\$95.30
<i>Alfresco dining fees</i>			
Pavement/footpath permissions – central city (per m²) – smoking area	\$45.00	\$90.00	\$45.00
Pavement/footpath permissions – suburbs (per m²) – smoking area	\$29.25	\$58.50	\$29.25

7.2.1 Parking

Proposed fee changes	Current Fee	Proposed Fee	Fee Increase
Freyberg Pool members parking per hour (after initial 2 hours free per day)	\$0.00	\$2.50	\$2.50
Fringe Parking Monday to Sunday (pink zone) / hour	\$1.50	\$2.50	\$1.00
Coupon parking / day	\$8.50	\$12.00	\$3.50
Coupon parking / month	\$135.00	\$200.00	\$65.00
Metered parking - Monday to Friday (yellow zone) / hour	\$4.00	\$4.50	\$0.50
Metered parking - Monday to Friday (green zone) / hour	\$3.00	\$3.50	\$0.50
Resident parking permit / year	\$126.50	\$195.00	\$68.50
Coupon exemption permit / year	\$71.50	\$120.00	\$48.50

Parking fee areas

The map below displays our weekday parking fee areas and the hourly rate in each of those zones. The central yellow area is priced at \$4.50 and is the most used from Thorndon to Vivian St to Oriental Parade. The Green area is on the cusp of the central area from Vivian St to Karo Drive and the northern end of Thorndon Quay, which is priced at \$3.50 per hour. The orange zone is on the fringes of the city and offers 10 hour parking at \$2.50 per hour and covers Hutt Road, Thorndon Quay, Oriental Parade, Kent & Cambridge Terrace.



The next map displays our weekend parking fee area. It shows that all on-street parking in the central city including the fringe areas of Hutt Road, Thorndon Quay, Oriental Parade, Kent and Cambridge Terrace is priced at \$2.50 per hour.



Funding impact statements

FUNDING IMPACT STATEMENT FOR WHOLE OF COUNCIL

	2018/19 LTP \$000s	2019/20 AP \$000s	Variance \$000s
Sources of operating funding			
General rates, uniform annual general charges, rates penalties	176,468	188,020	11,552
Targeted rates (other than a targeted rate for water supply)	134,237	137,837	3,600
Subsidies and grants for operating purposes	6,673	7,862	1,188
Fees and charges	146,430	150,153	3,723
Interest and dividends from investments	12,994	14,659	1,665
Local authorities fuel tax, fines, infringement fees, and other receipts	8,850	8,547	(302)
Total operating funding (A)	485,652	507,078	21,426
Applications of operating funding			
Payments to staff and suppliers	327,074	350,791	23,717
Finance costs	24,918	24,902	(16)
Other operating funding applications	39,042	56,764	17,722
Total applications of operating funding (B)	391,035	432,457	41,422
Surplus (deficit) of operating funding (A-B)	94,618	74,621	19,997
Sources of capital funding			
Subsidies and grants for capital expenditure	34,035	25,993	(8,042)
Development and financial contributions	2,000	2,000	0
Increase (decrease) in debt	124,816	138,419	13,603
Gross proceeds from sales of assets	2,000	13,000	11,000
Lump sum contributions	0	0	0
Total sources of capital funding (C)	162,851	179,411	16,560
Applications of capital funding			
Capital expenditure			
- to meet additional demand	1,843	1,078	(765)
- to improve level of service	109,488	102,099	(7,389)
- to replace existing assets	131,989	137,275	5,286
Increase (decrease) in reserves	14,149	13,580	(569)
Increase (decrease) in investments	0	0	0
Total applications of capital funding (D)	257,469	254,032	(3,437)
Surplus (deficit) of capital funding (C-D)	(94,618)	(74,621)	19,997
Funding balance ((A-B) + (C-D))	0	0	(0)
Expenses for this activity grouping include the following depreciation/amortisation charge	117,158	124,573	7,416

2019/20 Annual plan Funding Impact Statement Rating mechanisms

Rates

Rates are a property tax to fund local government activities. Rates are assessed under the Local Government (Rating) Act 2002 (the Act) on rating units in the Rating Information Database. Where rates requirements are allocated based on a rating unit's value, the rateable value will be the capital value as assessed by the Council's valuation services provider. The latest city-wide revaluation was carried out as at 1 September 2018. This revaluation will be effective for the 2019/20 rating year, except where subsequent maintenance valuations have been required under valuation rules or the Council's rating policies.

City-wide revaluations are performed every three years. The 1 September 2018 revaluation will be effective for the 2019/20 rating year and the two consecutive rating years (subject again to subsequent maintenance valuations).

Policy objective:

- To provide the Council with adequate income to carry out its mission and objectives.
- To support the Council's achievement of its strategic objectives.
- To be simply administered, easily understood, allow for consistent application and generate minimal compliance costs.
- To spread the incidence of rates as equitably as possible by balancing the level of service provided by the Council with ability to pay and the incidence of costs in relation to benefits received.
- To be neutral in that it does not encourage people to redirect activity in order to avoid its impact.
- To reflect the decisions of the Council's policies and rating reviews.

General Rates

General rates are set under section 13 of the Act on all rateable rating units in the City of Wellington.

The Council has set a general rate based on the capital value of each rating unit within the city.

The general rate is set on a differential basis, based on the use to which the land is put and/or the zoning. All rating units (or part thereof) will be classified for the purposes of general rates within one of the following differential rating categories.

Differential Rating Categories

Base Differential

The Base differential rating category shall be applied to the following rating units:

- a. Separately rateable land used for one or more household units; excluding those properties that provide short stay (28 days or less) commercial accommodation for which a tariff is charged
- b. Vacant land zoned residential

- c. Land used as farmland and lifestyle blocks which is included in the rural activity area in the District Plan
Farmland is defined as land used exclusively or principally for agricultural, horticultural, pastoral or silvicultural purposes, or for the keeping of bees or poultry or other livestock but excluding commercial dog kennels or catteries.
- d. Separately rateable land occupied by a charitable organisation which is deemed by the Council to be used exclusively or principally for sporting, recreation or community purposes and that does not generate any private pecuniary benefit.

This category has a general rate differential rating factor of 1.0.

Commercial, Industrial and Business Differential

The Commercial, Industrial and Business differential rating category shall be applied to the following rating unit:

- a. Separately rateable land used for a commercial or industrial purpose
- b. Vacant land zoned commercial, industrial or business
- c. Land used for offices, administrative and/or associated functions
- d. Land used for commercial accommodation for which a tariff is charged and where the principal purpose is the provision of short stay (28 days or less) accommodation
- e. Business-related premises used principally for private pecuniary benefit
- f. Any rating unit not otherwise categorised within the Base Differential.

This category has a general rate differential rating factor of 3.25.

Differential Rating Category Conditions

Differential rating 3.25:1 Commercial, Industrial and Business:Base

- The differential apportionment for the Commercial, Industrial and Business differential is 3.25 times the rate per dollar of capital value payable by those properties incorporated under the Base differential.
- Where a rating unit has more than one land use the rating unit may be 'divided' so that each part may be differentially rated based on the land use of each part.

A rating unit will be differentially rated where a division of the rating unit is established, based on the use to which the land is put and/or the zoning. A division will be established where:

- a rating unit has a value of greater than \$800,000 or
- the minority use(s) account for more than 30 percent of the total capital value of the rating unit

If neither of these criteria are met no division will take place, and the rating category will be established on the primary use of the rating unit.

- In any other case, the general rate differential is determined by principal use.
- In regard to the rates attributable to a rating unit during the transition period between two differential rating categories, a ratepayer may apply for a change in rating category at any time

between the lodgement of a building consent application with the Council (on the condition that the principal prior use has ended) and the earlier of either:

- a) The time at which the Council gives final approval of the completed works, or
 - b) The property is deemed (by the Council) to be available for its intended use.
- In situations where the change in land use does not require a Council consent, but warrants a change in differential rating category, the onus is on the ratepayer to inform the Council prior to the property being utilised under the new use.
 - The differential rating category of all rating units must be set prior to the commencement of a rating year and will remain in place for that entire rating year. Any change in circumstances that results in a change of differential rating category during a rating year will apply from 1 July of the following rating year.
 - Any property eligible for mandatory 50 percent non-rateability under Part 2, Schedule 1, of the Act, will be first classified under the appropriate general rate differential classifications and the non-rateability applied to that rate.

Uniform Annual General Charge

The Council does not assess a uniform annual general charge.

NON-RATEABLE LAND

Non-Rateable

Any land referred to in Part 1, Schedule 1 of the Act is non-rateable with the exception of targeted rates solely for sewerage and water where the service is provided.

50 Percent Non-Rateable

All land referred to in Part 2, Schedule 1 of the Act is 50 percent non-rateable in respect of the rates that apply, with the exception of targeted rates for sewerage and water for which the land is fully rateable if the service is provided.

Targeted Rates

Targeted rates are set under section 16, 17, 18 and 19, and schedules 2 and 3 of the Act.

The Council has not adopted any lump sum contribution schemes under part 4A of the Act in respect of its targeted rates, and will not accept lump sum contributions in respect of any targeted rate. The differential rating categories described above are unitised and referred to in a number of targeted rates.

Sewerage Targeted Rate

Targeted sewerage rates are to be apportioned 60 percent:40 percent of rates between properties incorporated under the Base differential and the Commercial, Industrial and Business differential in accordance with the Revenue and Financing Policy.

This rate is set to pay for the cost of the provision and maintenance of the sewage collection and disposal network, and sewage treatment facilities for the city.

This rate is assessed on all rating units connected to the public sewerage drain.

For the purposes of these rates the sewage collection, and disposal and treatment service is treated as being provided to a rating unit if the rating unit is connected to a public sewerage drain (either directly or indirectly), irrespective of whether the property is considered fully rateable or is mandatory non-rateable or 50 percent non-rateable under Schedule 1 of the Act.

Sewerage targeted rate is calculated as follows:

For rating units incorporated in the Commercial, Industrial and Business differential rating category:

A rate per dollar of capital value on all rating units connected to a public sewerage drain, to collect 40 percent of the required rates funding, after having deducted the total dollar amount budgeted to be collected through Trade Waste Charges (excluding consent fees).

For rating units incorporated in the Base differential rating category:

A fixed amount per annum per rating unit, plus a rate per dollar of capital value on all rating units connected to a public sewerage drain, to collect 60 percent of the required rate funding.

Water Targeted Rate

A targeted rate for water is to be apportioned with the aim of achieving a 60 percent:40 percent split between properties incorporated under the Base differential rating category and the Commercial, Industrial and Business differential rating category in accordance with the Revenue and Financing Policy.

This rate is set to pay for the provision and maintenance of water collection and treatment facilities, the water distribution network and water conservation for the city.

This rate is assessed on all rating units connected to the public water supply.

For the purposes of these rates, the water service is treated as being provided to a rating unit if the rating unit is connected to the public water supply (either directly or indirectly), irrespective of whether the property is considered fully rateable or is mandatorily non-rateable or 50 percent non-rateable under Schedule 1 of the Act.

Water targeted rate is calculated as follows:

For rating units incorporated in the Commercial, Industrial and Business differential rating category, either:

- a) A consumption unit rate per cubic metre of water used for all rating units connected to the public water supply with a water meter installed, plus a fixed amount per annum per rating unit.
- Or
- b) A rate per dollar of capital value on all rating units connected to the public water supply, without a water meter installed.

For rating units rated incorporated in the Base differential rating category, either:

- a) A consumption unit rate per cubic metre of water used for all rating units connected to the public water supply with a water meter installed, plus a fixed amount per annum per rating unit.
- Or
- b) A fixed amount per annum per rating unit, plus a rate per dollar of capital value on all rating units connected to the public water supply without a water meter installed.

Stormwater Targeted Rate

A targeted stormwater rate is to be apportioned 77.5 percent to the non-rural rating units incorporated under the Base differential and 22.5 percent to the non-rural rating units incorporated under the Commercial, Industrial and Business differential in accordance with the Revenue and Financing Policy.

This rate is set to pay for the provision and maintenance of the stormwater collection/disposal network for the city.

Properties classified in the rural area in the Council's District Plan are excluded from the liability of this rate.

Stormwater targeted rate is calculated as follows:

For the Commercial, Industrial and Business differential rating category:

A rate per dollar of rateable capital value to collect 22.5 percent of the required rates funding.

For the Base differential rating category:

A rate per dollar of rateable capital value to collect 77.5 percent of the required rates funding.

Base Sector Targeted Rate

This rate is set to pay for activities where the Council's Revenue and Financing Policy identifies that the benefit can be attributed to properties incorporated under the Base differential rating category. This incorporates the following activities:

- 100 percent of the facilitation of cultural grants, facilitation of recreation partnerships and community advocacy activities.
- 95 percent of the provision of community centres and halls activities.

This rate is assessed on all properties incorporated in the Base differential rating category and is calculated on a rate per dollar of rateable capital value.

Commercial Sector Targeted Rate

This rate is set to pay for activities where the Council's Revenue and Financing Policy identifies that the benefit can be attributed to properties incorporated in the Commercial, Industrial and Business differential rating category.

This incorporates the following activity:

- Approximately 30 percent of the cost of the Wellington Regional Economic Development Agency (WREDA) and Venues. This is the equivalent of 100 percent funding of the events attraction and support activity within WREDA.

This rate is assessed on all properties incorporated in the Commercial, Industrial and Business differential rating category and is calculated on a rate per dollar of rateable capital value.

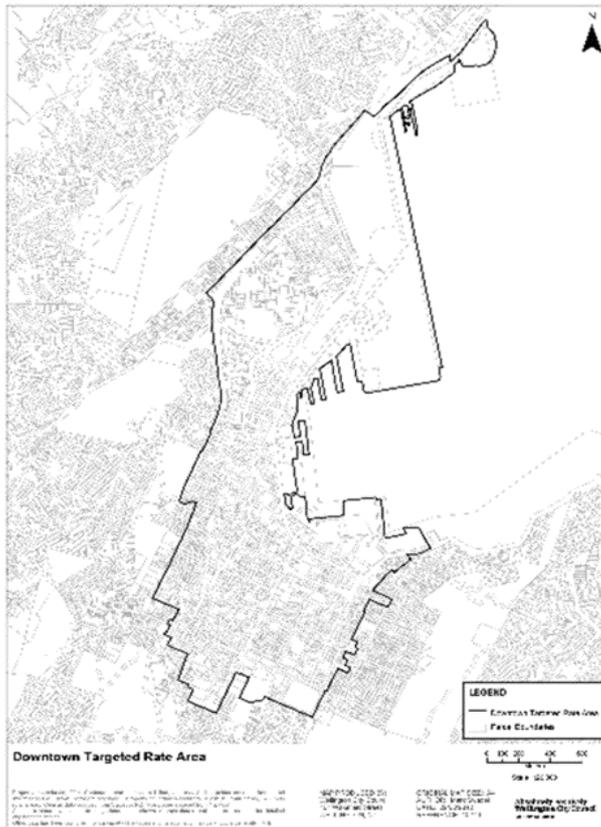
Downtown Targeted Rate

This rate is set to pay for tourism promotion.

This incorporates the following activities:

- 50 percent of the cost of the Wellington Regional Economic Development Agency (WREDA) and Venues activities
- 40 percent of the cost of the Wellington Convention Centre activity
- 70 percent of the visitor attractions activity
- 25 percent of galleries and museums activity.

This rate is assessed on all properties incorporated in the Commercial, Industrial and Business differential rating category in the downtown area and is calculated on a rate per dollar of rateable capital value. For the purposes of this rate, the downtown area refers to the area as described by the Downtown Area map as follows:



Tawa Driveways Targeted Rate

This rate is set to pay for the maintenance of a specified group of residential access driveways in the suburb of Tawa, overseen by the Council.

This rate is assessed on a specific group of rating units that have shared access driveway that are maintained by Council in the former Tawa Borough.
The rate is calculated at a fixed amount per annum per rating unit.

Miramar Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated.

This rate is set on all rating units within the Miramar Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.

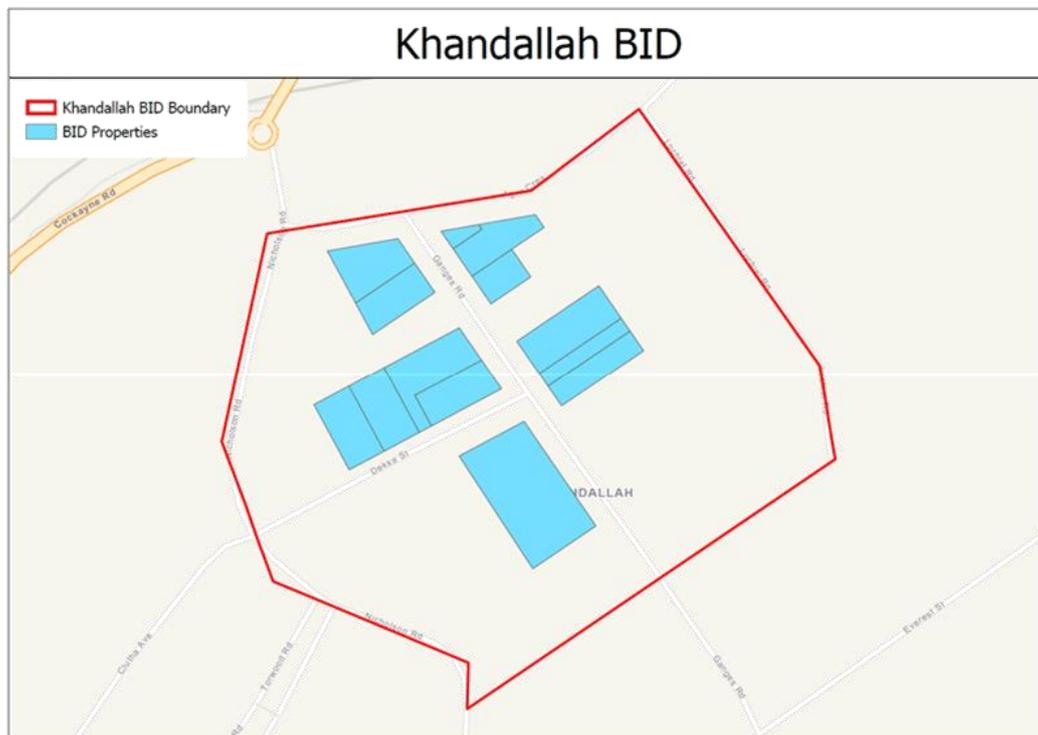


Khandallah Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Khandallah Village Business Association.

This rate is assessed on all rating units within the Khandallah Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a rate per dollar of rateable capital value.



Kilbirnie Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Kilbirnie Business Network.

This rate is set on all rating units within the Kilbirnie Business Improvement District (see map) which are subject to the Commercial, Industrial and Business differential rating category.

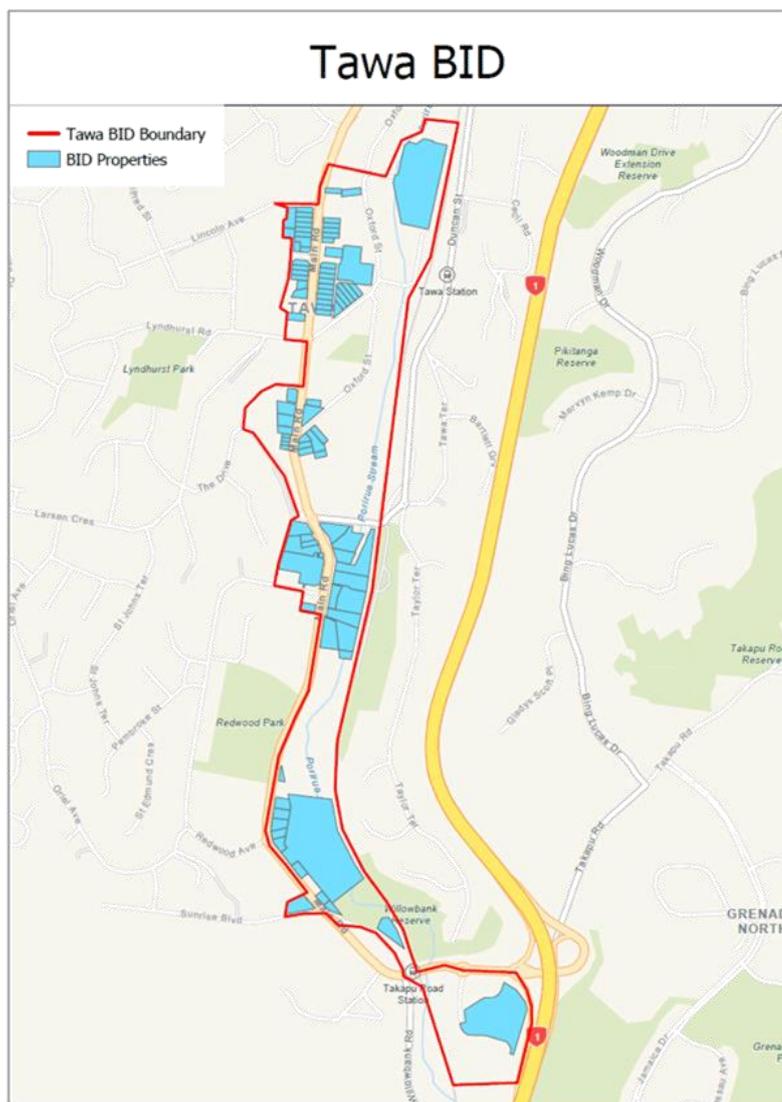
This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.



Tawa Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Tawa Business Network.

This rate is assessed on all rating units within the Tawa Business Improvement District area (see map) which are subject to the Commercial, Industrial and Business differential rating category. This rate is calculated as a fixed amount per rating unit, plus a rate per dollar of rateable capital value.

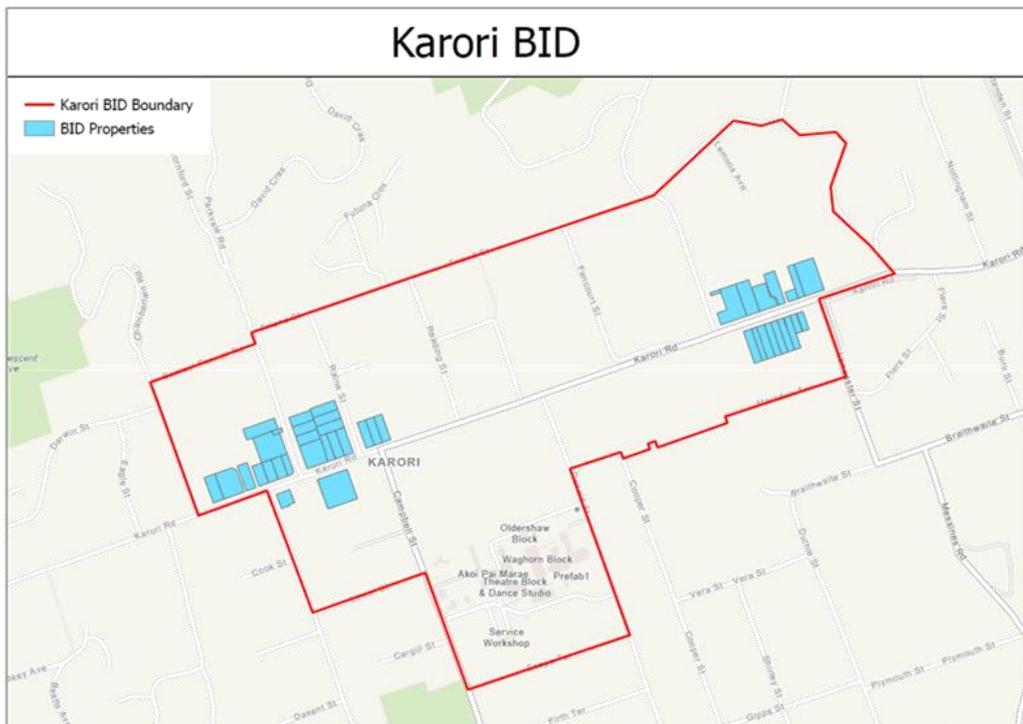


Karori Business Improvement District Targeted Rate

This rate is set by Council to fund the Business Improvement District activities of the Karori Business Association.

This rate is assessed on all rating units within the Karori Business Improvement District area (see map) which are subject to the Commercial, Industrial and Business differential rating category.

This rate is calculated as a rate per dollar of rateable capital value.



2018/19 Funding Impact Statement - Rates Funding Statement (excluding GST)

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
General Rate	Base	Capital Value	Base differential	\$58,707,459,000	c0.176961	\$103,889,307
	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential	\$14,404,763,000	c0.575129	\$82,845,969
	TOTAL					
Sewerage targeted rate	Base	Fixed amount / rating unit	Base differential per connection status	68977 properties	\$116.36	\$8,026,164
		Capital Value	Base differential per connection status	\$61,818,998,000	c0.031280	\$19,336,983
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential per connection status	\$12,306,640,000	c0.137926	\$16,974,056
	TOTAL					
Water targeted rate	Base	Fixed amount / rating unit	Base differential per connection status without a water meter	60676 properties	\$167.28	\$10,149,748
		Capital Value	Base differential per connection status without a water meter	\$50,902,142,000	c0.034028	\$17,320,981
	Base	Consumption unit charge	Base differential per connection status with a water meter	n/a	\$2.435 / m3	\$656,106
		Fixed amount / rating unit	Base differential per connection status with a water meter	n/a	\$135.96	\$88,510

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential per connection status without a water meter	\$714,058,000	c0.368878	\$2,634,003
	Commercial, Industrial & Business	Consumption unit charge	Commercial, industrial and business differential per connection status with a water meter	n/a	\$2.435 / m3	\$15,746,546
		Fixed amount / rating unit	Commercial, industrial and business differential per connection status with a water meter	n/a	\$135.96	\$430,449
	TOTAL					\$47,026,343
Stormwater targeted rate	Base	Capital Value	Base differential (excluding land defined in the rural activity area)	\$57,950,882,000	c0.025972	\$15,051,003
	Commercial, Industrial & Business	Capital Value	Commercial, industrial and business differential (excluding land defined in the rural activity area)	\$12,797,217,000	c0.034148	\$4,369,994
	TOTAL					\$19,420,997
Base sector targeted rate	Base	Capital Value	Base differential	\$58,645,264,000	c0.013029	\$7,640,891
Commercial sector targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential	\$14,365,896,000	c0.038292	\$5,500,989

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
Downtown targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the downtown area	\$9,666,741,000	¢0.140430	\$13,575,004
Tawa driveways targeted rate	Base	Fixed amount / rating unit	Shared residential access driveways maintained by Council in the suburb of Tawa (extent of provision of service)	253 properties	\$133.33	\$33,733
Karori Business Improvement District targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the Karori Business Improvement District area	\$55,438,000	¢0.108229	\$60,000
Khandallah Business Improvement District targeted rate	Commercial, Industrial & Business	Capital Value	Commercial, industrial & business differential located in the Khandallah Business Improvement District area	\$17,135,000	¢0.116720	\$20,000
Kilbirnie Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Kilbirnie Business Improvement District area	105 properties	\$500.00	\$52,500
		Capital Value	Commercial, industrial & business differential located in the Kilbirnie Business Improvement District area	\$168,507,000	¢0.016320	\$27,500

Rate	Category	Factor	Differential Charge Type	Total Value of Factor	Rate/charge*	Rates yield GST Exclusive
	TOTAL					\$80,000
Tawa Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Tawa Business Improvement District area	72 properties	\$520.00	\$37,440
		Capital Value	Commercial, industrial & business differential located in the Tawa Business Improvement District area	\$116,590,000	c0.049370	\$57,560
	TOTAL					\$95,000
Miramar Business Improvement District targeted rate	Commercial, Industrial & Business	Fixed amount / rating unit	Commercial, industrial & business differential located in the Miramar Business Improvement District area	123 properties	\$365.00	\$44,895
		Capital Value	Commercial, industrial & business differential located in the Miramar Business Improvement District area	\$272,276,000	c0.012893	\$35,105
	TOTAL					\$80,000
TOTAL RATES REQUIREMENT (excluding GST)						\$ 324,605,436

NOTE:

When rates for 2019/20 are assessed, GST will be applied to the final rates. The total rates requirement includes rates remissions but excludes rates penalties which are budgeted separately.

The total rates requirement (excluding GST) differs from the revenue from rates in the Forecast Statement of Comprehensive Revenue and Expense as the revenue from rates includes rates penalties not included in this statement.

Rates Increases

	2019/20 - Annual Plan			Year on Year % Increase		
	Commercial	Base	Total	Commercial	Base	Total
General Rate	82,846,000	103,889,267	186,735,267	4.2%	6.8%	5.6%
Sector Targeted	5,501,000	7,641,000	13,142,000	4.8%	-3.1%	0.1%
Downtown Targeted	13,575,000	0	13,575,000	2.1%	-1.0%	2.1%
Water	18,811,000	28,216,000	47,027,000	2.8%	2.8%	2.8%
Sewerage	16,974,000	27,363,000	44,337,000	1.4%	1.4%	1.4%
Storm water	4,370,000	15,051,000	19,421,000	0.7%	0.7%	0.7%
BIDS & Tawa Driveways	335,000	33,733	368,733	15.0%	-0.6%	13.4%
TOTAL	142,412,000	182,194,000	324,606,000	3.4%	4.4%	3.9%

Indicative rates

The following table shows the indicative residential and commercial property rates inclusive of GST for a selection of billing categories, based on the 2019/20 budget:

Indicative residential property rates exclusive of GST (for properties without a water meter)		Indicative suburban commercial property rates exclusive of GST (for properties with a water meter)		Indicative downtown commercial property rates exclusive of GST (for properties with a water meter)	
Capital Values	2019/20 Total Rates Inc. GST	Capital Values	2019/20 Total Rates Inc. GST	Capital Values	2019/20 Total Rates Inc. GST
\$	\$	\$	\$	\$	\$
400,000	1,620	1,000,000	9,190	1,000,000	10,804
500,000	1,943	1,250,000	11,448	1,250,000	13,467
600,000	2,267	1,500,000	13,706	1,500,000	16,129
700,000	2,590	1,750,000	15,964	1,750,000	18,791
800,000	2,914	2,000,000	18,223	2,000,000	21,453
900,000	3,237	2,250,000	20,481	2,250,000	24,115
1,000,000	3,561	2,500,000	22,739	2,500,000	26,777
1,100,000	3,884	2,750,000	24,998	2,750,000	29,439
1,200,000	4,208	3,000,000	27,256	3,000,000	32,101
1,300,000	4,531	3,250,000	29,514	3,250,000	34,763
1,400,000	4,855	3,500,000	31,773	3,500,000	37,425
1,500,000	5,178	3,750,000	34,031	3,750,000	40,087
1,600,000	5,502	4,000,000	36,289	4,000,000	42,749
1,700,000	5,825	4,250,000	38,547	4,250,000	45,411
1,800,000	6,148	4,500,000	40,806	4,500,000	48,073
1,900,000	6,472	4,750,000	43,064	4,750,000	50,735
2,000,000	6,795	5,000,000	45,322	5,000,000	53,397

Financial statements

Forecast Statement of Comprehensive Revenue and Expense For the year 2019/20

	LTP 2018/19 \$000	Annual Plan 2019/20 \$000	Variance to LTP \$000
Revenue			
Rates	310,705	325,857	15,152
Revenue from operating activities			
Development contributions	2,000	2,000	-
Grants, subsidies and reimbursements	40,708	32,367	(8,341)
Other operating activities	142,965	146,386	3,421
Investments revenue	24,196	25,861	1,665
Fair value gains	4,262	8,672	4,410
Other revenue	1,100	7,337	6,237
Finance revenue	13	13	-
Total Revenue	525,949	548,493	22,544
Expense			
Finance expense	24,918	24,902	(16)
Expenditure on operating activities	366,116	407,555	41,439
Depreciation and amortisation expense	117,158	124,573	7,415
Total Expense	508,192	557,030	48,838
Total operating surplus/(deficit)	17,757	(8,537)	(26,294)
Share of equity accounted surplus from associates and jointly controlled entity	-	-	-
Net surplus before taxation	17,757	(8,537)	(26,294)
Income tax expense	-	-	-
Net Surplus	17,757	(8,537)	(26,294)
Other comprehensive revenue and expense			
<i>Items that will not be reclassified to surplus/(deficit)</i>			
Revaluations:			
Fair value movement - property, plant and equipment - net	-	204,856	204,856
Cash flow hedges:			
Fair value movement - net			
Fair value through other comprehensive income			
Fair value movement - financial assets - net			
Total other comprehensive revenue and expense	-	204,856	204,856

	LTP 2018/19	Annual Plan	Variance to
	\$000	2019/20	LTP
		\$000	\$000
Total Comprehensive Revenue and Expense	17,757	196,319	178,562

Prospective Statement of Financial Position For the year 2019/20

	LTP 2018/19 \$000	Annual Plan 2019/20 \$000	Variance to LTP \$000
Assets			
<i>Current assets</i>			
Cash and cash equivalents	440	10,660	10,220
Other financial assets	-	120,000	120,000
Receivables and recoverable	50,140	54,581	4,441
Prepayments	13,530	22,130	8,600
Inventories	974	1,617	643
Total current assets	65,084	208,988	143,904
<i>Non-current assets</i>			
Other financial assets	14,315	14,667	352
Intangibles	31,072	26,709	(4,363)
Investment properties	241,013	263,740	22,727
Property, plant & equipment	7,224,938	7,566,684	341,746
Investment in controlled entities	5,071	5,998	927
Investment in associates and jointly controlled entities	19,465	19,465	0
Total non-current assets	7,535,874	7,897,263	361,389
Total Assets	7,600,958	8,106,251	505,293
Liabilities			
<i>Current liabilities</i>			
Derivative financial liabilities	-	-	-
Exchange transactions and transfers payable	72,154	63,734	(8,420)
Revenue in advance	14,388	15,277	889
Borrowings	125,000	126,000	1,000
Employee benefit liabilities and provisions	8,416	9,528	1,112
Provision for other liabilities	8,882	11,546	2,664
Total current liabilities	228,840	226,085	(2,755)
<i>Non-current liabilities</i>			
Derivative financial liabilities	-	62,495	62,495
Exchange transactions and transfers payable	630	-	(630)
Borrowings	506,309	676,962	170,653
Employee benefit liabilities	1,311	1,227	(84)
Provisions for other liabilities	23,384	32,129	8,745
Total non-current liabilities	531,634	772,813	241,179
Total Liabilities	760,474	998,898	238,424
Equity			
Accumulated funds and retained earnings	5,111,217	5,105,094	(6,123)
Revaluation reserves	1,716,629	2,045,106	328,477
Hedging reserve	-	(62,495)	(62,495)
Fair value through other comprehensive revenue and expense reserve	2,888	3,744	856
Restricted funds	9,750	15,904	6,154
Total Equity	6,840,484	7,107,354	266,870
Total Equity and Liabilities	7,600,958	8,106,251	505,293

Prospective Statement of Changes in Equity For the year 2019/20

	Estimate		
	LTP	Annual	Variance
	2018/19	Plan	to LTP
	\$000	2019/20	\$000
		\$000	
Equity - opening balances			
Accumulated funds and retained earnings	5,085,374	5,113,631	28,257
Revaluation reserves	1,840,250	1,840,250	0
Hedging reserve	(25,362)	(62,495)	(37,133)
Fair value through other comprehensive revenue and expense reserve	3,744	3,744	0
Restricted funds	14,909	14,909	0
Total Equity - opening balances	6,918,915	6,910,040	(8,875)
Changes in Equity			
<i>Retained earnings</i>			
Net surplus for the year	28,257	(8,537)	(36,793)
Transfer to restricted funds	-	-	-
Transfer from restricted funds	-	-	-
Transfer from revaluation reserves	-	-	-
Transfer to revaluation reserves	-	-	-
<i>Revaluation reserves</i>			
Fair value movement - property, plant and equipment - net	-	204,856	204,856
Transfer to retained earnings	-	-	-
<i>Hedging reserve</i>			
Movement in hedging reserve	(37,133)	-	37,133
<i>Fair value through other comprehensive revenue and expense reserve</i>			
Movement in fair value	-	-	-
<i>Restricted Funds</i>			
Transfer to retained earnings	-	(1,006)	(1,006)
Transfer from retained earnings	-	2,001	2,001
Total comprehensive revenue and expense	(8,876)	197,314	206,190
Net Equity - Closing Balances			
Accumulated funds and retained earnings	5,111,217	5,105,094	(6,123)
Revaluation reserves	1,716,629	2,045,106	328,477
Hedging reserve	-	(62,495)	(62,495)
Fair value through other comprehensive revenue and expense reserve	2,888	3,744	856
Restricted funds	9,750	15,904	6,154
Total Equity - closing balances	6,840,484	7,107,354	266,870

Prospective Statement of Cash Flows For the year 2019/20

	LTP 2018/19 \$000	Annual Plan 2019/20 \$000	Variance to LTP \$000
Cash flows from operating activities			
Receipts from rates - Council	321,022	326,123	5,101
Receipts from rates - Greater Wellington Regional Council	64,436	68,912	4,476
Receipts from activities and other income	132,378	120,915	(11,463)
Receipts from grants and subsidies - operating	6,673	6,886	213
Receipts from grants and subsidies - capital	34,035	25,481	(8,554)
Receipts from investment property lease rentals	11,215	11,215	-
Cash paid to suppliers and employees	(333,722)	(353,846)	(20,124)
Rates paid to Greater Wellington Regional Council	(64,436)	(68,912)	(4,476)
Grants paid	(38,777)	(39,476)	(699)
Net GST (paid) / received			
Net cash flows from operating activities	132,824	97,298	(35,526)
Cash flows from investing activities			
Dividends received	12,981	14,646	1,665
Interest received	13	13	-
Proceeds from sale of investment properties	-	-	-
Proceeds from sale of property, plant and equipment	2,000	13,000	11,000
Increase in investments	-	-	-
Loan advances made	-	-	-
Purchase of investment properties	-	-	-
Purchase of Intangibles	(6,918)	(6,031)	887
Purchase of property, plant and equipment	(239,010)	(242,851)	(3,841)
Net cash flows from investing activities	(230,934)	(221,223)	9,711
Cash flows from financing activities			
New borrowings	250,815	244,462	(6,353)
Repayment of borrowings	(126,000)	(125,000)	1,000
Interest paid on borrowings	(26,915)	(24,902)	2,013
Net cash flows from financing activities	97,900	94,560	(3,340)
Net increase/(decrease) in cash and cash equivalents	(210)	(29,365)	(29,155)
Cash and cash equivalents at beginning of year	650	160,025	159,375
Cash and cash equivalents at end of year	440	130,660	130,220

Prospective statement of changes in restricted funds For the period ended 2019/20

	Opening balance 2019/20 \$000	Deposits \$000	Expenditure \$000	Closing balance 2019/20 \$000	Purpose
Special reserves and funds					
Reserve purchase and development fund	-	-	-	-	- Used to purchase and develop reserve areas within the city.
City growth fund	-	-	-	-	
Other funds	3,043			3,043	
Insurance reserve	11,406	1,982	(991)	12,397	Allows the Council to meet the uninsured portion of insurance claims
Total special reserves and funds	14,449	1,982	(991)	15,440	
Trusts and bequests					
A Graham Trust	3	-	-	3	For the upkeep of a specific area of Karori Cemetery
A W Newton Bequest	348	17	(15)	350	For the benefit of art (Fine Arts Wellington), education (technical and other night schools) and athletics (rowing)
E A McMillan Estate	6	-	-	6	For the benefit of the public library
E Pengelly Bequest	16	1	-	17	For the purchase of children's books
F L Irvine Smith Memorial	8	-	-	8	For the purchase of books for the Khandallah Library
Greek NZ Memorial Association	5	-	-	5	For the maintenance and upgrade of the memorial
Kidsarus 2 Donation	4	-	-	4	For the purchase of children's books
Kirkaldie and Stains Donation	17	-	-	17	For the beautification of the BNZ site
QEII Memorial Book Fund	22	1	-	23	For the purchase of books on the Commonwealth
Schola Cantorum Trust	8	-	-	8	For the purchase of musical scores
Terawhiti Grant	10	-	-	10	To be used on library book purchases
Wellington Beautifying Society Bequest	14	-	-	14	To be used on library book purchases
Total trusts and bequests	460	19	(15)	464	
Total restricted funds	14,909	2,001	(1,006)	15,904	

EXPLANATION OF SURPLUS/DEFICIT

The following are items that are presented in the Prospective Statement of Comprehensive Revenue and Expense but do not offset rates.

	\$000's
Balanced Budget	0
Depreciation not funded by rates:	
NZTA Transport funded projects	(14,719)
General	(60)
Moa Point sewerage treatment plant	(1,680)
Decommissioned Living Earth joint venture plant	(230)
Wellington Waterfront Limited Depreciation	(2,550)
Civic Campus	(632)
Total depreciation not funded by rates	(19,871)
Revenue received for capital purposes:	
<i>Funding received from external parties for major capital expenditure projects</i>	
NZTA capital funding	24,506
Housing ring-fenced surplus	(26,044)
Waste Min surplus	(643)
Development contributions	2,000
Bequests, trust and other external funding	7,212
Total Revenue received for capital purposes	7,030
Items funded from prior year surpluses:	
City Growth Fund	(1,750)
Civic Campus	(2,200)
Dwell housing Trust	(60)
Total items funded from prior year surplus	(4,010)
Additional operational expenditure items:	
<i>Operational expenditure items identified as equitable to be funded through other funding mechanisms</i>	
Alex Moore Park	55
Cable car	125
Odyssey - related	221
Roading projects	(2,370)
Toitu Pōneke	80
Weathertight Homes funding	7,677
Westpac Stadium	400
Lets Get Wellington Moving	(1,269)
Convention and Exhibition Centre construction phase	(1,183)
Shelly Bay Grant	(1,000)
Technology Infrastructure and Software	481

Fair value movement on investment property revaluation (per Fin Perf)	8,672
Library	(3,575)
Total additional items	8,314
Total Deficit	(8,537)

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Summary of accounting policies

The following indicative financial statements show the 2019/20 financial year's income and expenditure, and financial position.

BALANCED BUDGET

The Council operates a "balanced budget". This means that rates only fund what is required to pay for the services delivered each year.

Note that the prospective statement of comprehensive financial performance shows a surplus, mainly because revenue received for capital expenditure is required to be shown as income (operating).

So although there is a net surplus because of the accounting treatment, the Council does not budget or rate to make an operating profit.

The capital funding that is the primary cause of the 'surplus' mainly comes from third parties like the New Zealand Transport Agency (NZTA) for roads.

The capital expenditure that this pays for is shown as changes in assets/equity and in the statement of financial position.

The Funding and Financial Statements attached are based on the project and programmes outlined and are informed by the Financial Strategy and significant forecasting assumptions.

REPORTING ENTITY

Wellington City Council is a territorial local authority governed by the Local Government Act 2002.

The primary objective of the Council is to provide goods or services for community or social benefits rather than making a financial return. As a defined public entity under the Public Audit Act 2001, for the purposes of financial reporting, the Council is audited by the Auditor General, and is classed as a Public Sector Public Benefit Entity.

These draft prospective financial statements are for Wellington City Council (the Council) as a separate legal entity. Consolidated prospective financial statements comprising the Council and its controlled entities (subsidiaries), joint ventures and associates have not been prepared.

BASIS OF PREPARATION

Statement of compliance

The draft prospective financial statements have been prepared in accordance with the requirements of the Local Government Act 2002, which includes the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZ GAAP).

The draft prospective financial statements have been prepared to comply with Public Benefit

Entity Accounting Standards (PBE Standards) for a Tier 1 entity. A Tier 1 entity is defined as being either publicly accountable or large (i.e. expenses over \$30m).

The reporting period for these prospective financial statements is the 1 year period ending 30 June 2020. The prospective financial statements are presented in New Zealand dollars, rounded to the nearest thousand (\$000), unless otherwise stated.

The accounting policies set out below have been applied consistently to all periods presented in these prospective financial statements.

Measurement base

The measurement basis applied is historical cost, modified by the revaluation of certain assets and liabilities as identified in this summary of significant accounting policies. The accrual basis of accounting has been used unless otherwise stated.

For the assets and liabilities recorded at fair value, fair value is defined as the amount for which an item could be exchanged, or a liability settled, between knowledgeable and willing parties in an arm's-length transaction. For investment property, non-current assets classified as held for sale and items of property, plant and equipment which are revalued, the fair value is determined by reference to market value. The market value of a property is the estimated amount for which a property could be exchanged on the date of valuation between a willing buyer and a willing seller in an arm's-length transaction.

Amounts expected to be recovered or settled more than one year after the end of the reporting period are recognised at their present value. The present value of the estimated future cash flows is calculated using applicable inflation factors and a discount rate. The inflation rates used and the discount rate for forecast the long-term cost of borrowing are as per the "Significant forecasting assumptions" which are disclosed in the Long-term Plan 2018-28.

JUDGEMENTS AND ESTIMATIONS

The preparation of prospective financial statements using PBE standards requires the use of judgements, estimates and assumptions. Where material, information on the main assumptions is provided in the relevant accounting policy.

The estimates and assumptions are based on historical experience as well as other factors that are believed to be reasonable under the circumstances. Subsequent actual results may differ from these estimates and these variations may be material.

The estimates and assumptions are reviewed on an ongoing basis and adjustments are made where necessary.

Judgements that have a significant effect on the financial statements and estimates with a significant risk of material adjustment in the next year are discussed in the relevant notes. Significant judgements and estimations include landfill post-closure costs, asset revaluations, impairments, certain fair value calculations and provisions.

REVENUE

Revenue comprises rates, revenue from operating activities, investment revenue, gains, finance and other revenue and is measured at the fair value of consideration received or receivable.

Revenue may be derived from either exchange or non-exchange transactions.

Revenue from exchange transactions

Revenue from exchange transactions arises where the Council provides goods or services to another entity or individual and directly receives approximately equal value in a willing arm's length transaction (primarily in the form of cash in exchange).

Revenue from non-exchange transactions

Revenue from non-exchange transactions arises from transactions that are not exchange transactions. Revenue from non-exchange transaction arises when the Council receives value from another party without giving approximately equal value directly in exchange for the value received.

An inflow of resources from a non-exchange transaction recognised as an asset, is recognised as revenue, except to the extent that a liability is also recognised in respect of the same inflow.

As the Council satisfies a present obligation recognised as a liability in respect of an inflow of resources from a non-exchange transaction recognised as an asset, it reduces the carrying amount of the liability recognised and recognises an amount of revenue equal to that reduction.

Approximately equal value

Approximately equal value is considered to reflect a fair or market value, which is normally commensurate with an arm's length commercial transaction between a willing buyer and willing seller. Some goods or services that the Council provides (e.g. the sale of goods at market rates) are defined as being exchange transactions. Only a few services provided by the Council operate on a full user pays, cost recovery or breakeven basis and these are considered to be exchange transactions unless they are provided at less than active and open market prices.

Most of the services that the Council provides for a fee are subsidised by rates and therefore do not constitute an approximately equal exchange. Accordingly most of the Council's revenue is categorised as non-exchange.

Specific accounting policies for major categories of revenue are outlined below:

Rates

Rates are set annually by resolution from the Council and relate to a particular financial year. All ratepayers are invoiced within the financial year for which the rates have been set. Rates revenue is recognised in full as at the date when rate assessment notices are sent to the ratepayers. Rates are a tax as they are payable under the Local Government Ratings Act 2002 and are therefore defined as non-exchange.

Water rates by meter are regulated in the same way as other rates and are taxes that use a specific charging mechanism to collect the rate and are non-exchange revenue.

Operating activities

The Council undertakes various activities as part of its normal operations, some of which generate revenue, but generally at below market rates. The following categories (except where noted) are classified as transfers, which are non-exchange transactions other than taxes.

Grants, subsidies and reimbursements

Grants and subsidies are recognised as revenue immediately except to the extent a liability is also recognised in respect of the same grant or subsidy. A liability is recognised when the grant or subsidy received are subject to a condition such that the Council has the obligation to return those funds received in the event that the conditions attached to them are breached. As the Council satisfies the conditions, the carrying amount of the liability is reduced and an equal amount is recognised as revenue.

Reimbursements are recognised upon entitlement, which is when conditions relating to the eligible expenditure have been fulfilled.

Development contributions

Development contributions are recognised as revenue when the Council provides, or is able to provide, the service for which the contribution was charged. In the event that the Council is unable to provide the service immediately, or the development contribution is refundable, the Council will

recognise an asset and a liability and only recognise revenue when the Council has met the obligation for which the development contribution was charged.

Rendering of services

Revenue considered to be from exchange transactions is recognised by reference to the stage of completion of the transaction at the reporting date.

Revenue from the rendering of services where the service provided is non-exchange is recognised when the transaction occurs to the extent that a liability is not also recognised.

Fines and penalties

Revenue from fines and penalties (e.g. traffic and parking infringements, library overdue book fines, rates penalties) is recognised when infringement notices are issued or when the fines/penalties are otherwise imposed.

Sale of goods

The sale of goods is classified as exchange revenue. Sale of goods is recognised when products are sold to the customer and all risks and rewards of ownership have transferred to the customer.

Investment revenues

Dividends

Dividends from equity investments, other than those accounted for using equity accounting, are classified as exchange revenue and are recognised when the Council's right to receive payment has been established.

Investment property lease rentals

Lease rentals (net of any incentives given) are classified as exchange revenue and recognised on a straight line basis over the term of the lease unless another systematic basis is more representative of the time pattern in which benefits derived from the leased asset is diminished

Other revenue

Donated, subsidised or vested assets

Where a physical asset is acquired for nil or nominal consideration, with no conditions attached, the fair value of the asset received is recognised as non-exchange revenue when the control of the asset is transferred to the Council.

Gains

Gains include additional earnings on the disposal of property, plant and equipment and movements in the fair value of financial assets and liabilities.

Finance revenue

Interest

Interest revenue is exchange revenue and recognised using the effective interest rate method.

Donated services

The Council benefits from the voluntary service of many Wellingtonians in the delivery of its activities and services (e.g. beach cleaning and Otari-Wilton's Bush guiding and planting). Due to the difficulty in determining the precise value of these donated services with sufficient reliability, donated services are not recognised in these financial statements.

EXPENSES

Specific accounting policies for major categories of expenditure are outlined below:

Operating activities

Grants and sponsorships

Expenditure is classified as a grant or sponsorship if it results in a transfer of resources (e.g. cash or physical assets) to another entity or individual in return for compliance with certain conditions relating to the operating activities of that entity. It includes any expenditure arising from a funding arrangement with another entity that has been entered into to achieve the objectives of the Council. Grants and sponsorships are distinct from donations that are discretionary or charitable gifts. Where grants and sponsorships are discretionary until payment, the expense is recognised when the payment is made. Otherwise, the expense is recognised when the specified criteria have been fulfilled.

Finance expense

Interest

Interest expense is recognised using the effective interest rate method. All borrowing costs are expensed in the period in which they are incurred.

Depreciation and amortisation

Depreciation of property, plant and equipment and amortisation of intangible assets are charged on a straight-line basis over the estimated useful life of the associated assets.

TAXATION

The Council, as a local authority, is only liable for income tax on the surplus or deficit for the year derived from any Council controlled trading organisations and comprises current and deferred tax.

Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the end of the reporting period, plus any adjustment to tax payable in respect of previous periods.

Deferred tax is provided using the balance sheet liability method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and amounts used for taxation purposes. The amount of deferred tax provided is based on the expected manner of realisation or settlement of the assets and liabilities, and the unused tax losses using tax rates enacted or substantively enacted at the end of the reporting period. Deferred income tax assets are recognised to the extent that it is probable that future taxable profit will be available against which they can be utilised.

GOODS AND SERVICES TAX (GST)

All items in the prospective financial statements are exclusive of GST, with the exception of receivables and payables, which are stated as GST inclusive. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

FINANCIAL INSTRUMENTS

Financial instruments include financial assets (loans and receivables and financial assets at fair value through other comprehensive revenue and expense), financial liabilities (payables and borrowings) and derivative financial instruments. Financial instruments are initially recognised on trade-date at their fair value plus transaction costs. Subsequent measurement of financial instruments depends on

the classification determined by the Council. Financial assets are derecognised when the rights to receive cash flows have expired or have been transferred and the Group has transferred substantially all of the risks and rewards of ownership.

Financial instruments are classified into the categories outlined below based on the purpose for which they were acquired. The classification is determined at initial recognition and re-evaluated at the end of each reporting period.

Financial assets

Financial assets are classified as loans and receivables or financial assets at fair value through other comprehensive revenue and expense.

Loans and receivables comprise cash and cash equivalents, trade and other receivables and loans and deposits.

Cash and cash equivalents comprise cash balances and call deposits with maturity dates of 3 months or less.

Trade and other receivables have fixed or determinable payments. They arise when the Group provides money, goods or services directly to a debtor, and has no intention of trading the receivable.

Loans and deposits include loans to other entities (including subsidiaries and associates), and bank deposits with maturity dates of more than 3 months.

Financial assets in this category are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Fair value is estimated as the present value of future cash flows, discounted at the market rate of interest at the reporting date for assets of a similar maturity and credit risk. Trade and other receivables due in less than 12 months are recognised at their nominal value. A provision for impairment is recognised when there is objective evidence that the asset is impaired. As there are statutory remedies to recover unpaid rates, penalties and water meter charges, no provision has been made for impairment in respect of these receivables.

Financial assets at fair value through other comprehensive revenue and expense relate to equity investments that are held by the Council for long-term strategic purposes and therefore are not intended to be sold. Financial assets at fair value through other comprehensive revenue and expense are initially recorded at fair value plus transaction costs. They are subsequently measured at fair value and changes, other than impairment losses, are recognised directly in a reserve within equity. On disposal, the cumulative fair value gain or loss previously recognised directly in other comprehensive revenue and expense is recognised within surplus or deficit.

Financial liabilities

Financial liabilities comprise trade and other payables and borrowings. Financial liabilities with duration of more than 12 months are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Amortisation is recognised within surplus or deficit. Financial liabilities with duration of less than 12 months are recognised at their nominal value.

On disposal any gains or losses are recognised within surplus or deficit.

Derivatives

Derivative financial instruments include interest rate swaps used to hedge exposure to interest rate risk on borrowings. Derivatives are initially recognised at fair value, based on quoted market prices, and subsequently remeasured to fair value at the end of each reporting period. Fair value is determined by reference to quoted prices for similar instruments in active markets. Derivatives that

do not qualify for hedge accounting are classified as non-hedged and fair value gains or losses are recognised within surplus or deficit.

Recognition of fair value gains or losses on derivatives that qualify for hedge accounting depends on the nature of the item being hedged. Where a derivative is used to hedge variability of cash flows (cash flow hedge), the effective part of any gain or loss is recognised within other comprehensive revenue and expense while the ineffective part is recognised within surplus or deficit. Gains or losses recognised in other comprehensive revenue and expense transfer to surplus or deficit in the same periods as when the hedged item affects the surplus or deficit. Where a derivative is used to hedge variability in the fair value of the Council's fixed rate borrowings (fair value hedge), the gain or loss is recognised within surplus or deficit.

As per the International Swap Dealers' Association (ISDA) master agreements, all swap payments or receipts are settled net.

INVENTORIES

Inventories consumed in the provision of services (such as botanical supplies) are measured at the lower of cost and current replacement cost.

Inventories held for resale (such as rubbish bags), are recorded at the lower of cost (determined on a first-in, first-out basis) and net realisable value. This valuation includes allowances for slow-moving and obsolete stock. Net realisable value is the estimated selling price in the ordinary course of business.

Inventories held for distribution at no or nominal cost are recorded at the lower of cost and current replacement cost.

INVESTMENT PROPERTIES

Investment properties are properties that are held primarily to earn rental revenue or for capital growth or both. These include the Council's ground leases, and certain land and buildings.

Investment properties exclude those properties held for strategic purposes or to provide a social service. This includes properties that generate cash inflows as the rental revenue is incidental to the purpose for holding the property. Such properties include the Council's social housing assets, which are held within operational assets in property, plant and equipment. Borrowing costs incurred during the construction of investment property are not capitalised.

Investment properties are measured initially at cost and subsequently measured at fair value, determined annually by an independent registered valuer. Any gain or loss arising is recognised within surplus or deficit. Investment properties are not depreciated.

NON-CURRENT ASSETS CLASSIFIED AS HELD FOR SALE

Non-current assets held for sale are separately classified as their carrying amount will be recovered through a sale transaction rather than through continuing use. A non-current asset is classified as held for sale where:

- the asset is available for immediate sale in its present condition subject only to terms that are usual and customary for sales of such assets
- a plan to sell the asset is in place and an active programme to locate a buyer has been initiated

- the asset is being actively marketed for sale at a price that is reasonable in relation to its current fair value
- the sale is expected to occur within 1 year or beyond 1 year where a delay has occurred that is caused by events beyond the Group's control and there is sufficient evidence the Group remains committed to sell the asset
- actions required to complete the sale indicate it is unlikely that significant changes to the plan will be made or the plan will be withdrawn.

A non-current asset classified as held for sale is recognised at the lower of its carrying amount or fair value less costs to sell. Impairment losses on initial classification are included within surplus or deficit.

PROPERTY, PLANT AND EQUIPMENT

Property, plant and equipment consists of operational assets, restricted assets and infrastructure assets.

Operational assets include land, the landfill post-closure asset, buildings, the Civic Centre complex, the library collection, and plant and equipment.

Restricted assets include art and cultural assets, zoo animals, restricted buildings, parks and reserves and the Town Belt. These assets provide a benefit or service to the community and in most cases cannot be disposed of because of legal or other restrictions.

Infrastructure assets include the roading network, water, waste and drainage reticulation networks, service concession assets and infrastructure land (including land under roads). Each asset type includes all items that are required for the network to function.

Vested assets are those assets where ownership and control is transferred to the Council from a third party (e.g. infrastructure assets constructed by developers and transferred to the Council on completion of a subdivision). Vested assets are recognised within their respective asset classes as above.

Heritage assets are tangible assets with historical, artistic, scientific, technological, geophysical or environmental qualities that are held and maintained principally for their contribution to knowledge and culture. The Council recognises these assets within these financial statements to the extent their value can be reliably measured.

RECOGNITION

Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits of an existing asset. Costs that do not meet the criteria for capitalisation are expensed.

MEASUREMENT

Property, plant and equipment is recognised initially at cost, unless acquired for nil or nominal cost (e.g. vested assets), in which case the asset is recognised at fair value at the date of transfer. The initial cost of property, plant and equipment includes the purchase consideration (or the fair value in the case of vested assets), and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential is capitalised.

Borrowing costs incurred during the construction of property, plant and equipment are not capitalised.

After initial recognition, certain classes of property, plant and equipment are revalued to fair value. Where there is no active market for an asset, fair value is determined by optimised depreciated replacement cost.

Specific measurement policies for categories of property, plant and equipment are shown below:

OPERATIONAL ASSETS Plant and equipment and the Civic Centre complex are measured at historical cost and not revalued.

Library collections are valued at depreciated replacement cost on a 3 year cycle by the Council's library staff in accordance with guidelines outlined in Valuation Guidance for Cultural and Heritage Assets, published by the Treasury Accounting Team, November 2002.

Land and buildings are valued at fair value on a 3 year cycle by independent registered valuers.

RESTRICTED ASSETS Art and cultural assets (artworks, sculptures and statues) are valued at historical cost. Zoo animals are stated at estimated replacement cost. All other restricted assets (buildings, parks and reserves and the Town Belt) were valued at fair value as at 30 June 2005 by independent registered valuers. The Council has elected to use the fair value of other restricted assets at 30 June 2005 as the deemed cost of the assets. These assets are no longer revalued. Subsequent additions have been recorded at cost.

INRASTRUCTURE ASSETS Infrastructure assets (roading network, water, waste and drainage reticulation assets) are valued at optimised depreciated replacement cost on a 3 year cycle by independent registered valuers. Infrastructure valuations are based on current quotes from actual suppliers. As such, they include ancillary costs such as breaking through seal, traffic control and rehabilitation. Between valuations, expenditure on asset improvements is capitalised at cost.

Infrastructure land (excluding land under roads) is valued at fair value on a 3 year cycle.

Land under roads, which represents the corridor of land directly under and adjacent to the Council's roading network, was valued as at 30 June 2005 at the average value of surrounding adjacent land discounted by 50 percent to reflect its restricted nature. The Council elected to use the fair value of land under roads at 30 June 2005 as the deemed cost of the asset. Land under roads is no longer revalued. Subsequent additions have been recorded at cost.

The service concession asset class consists of the Moa Point, Western (Karori) and Carey's Gully wastewater treatment plants, which are owned by the Council but operated by Veolia Water under agreement. The assets are valued consistently with waste infrastructure network assets.

The carrying values of revalued property, plant and equipment are reviewed at the end of each reporting period to ensure that those values are not materially different to fair value.

REVALUATIONS

The result of any revaluation of the Council's property, plant and equipment is recognised within other comprehensive revenue and expense and taken to the asset revaluation reserve. Where this

results in a debit balance in the reserve for a class of property, plant and equipment, the balance is included in the surplus or deficit. Any subsequent increase on revaluation that offsets a previous decrease in value recognised within surplus or deficit will be recognised firstly, within surplus or deficit up to the amount previously expensed, and with any remaining increase recognised within other comprehensive revenue and expense and in the revaluation reserve for that class of property, plant and equipment.

Accumulated depreciation at the revaluation date is eliminated so that the carrying amount after revaluation equals the revalued amount.

While assumptions are used in all revaluations, the most significant of these are in infrastructure. For example where stormwater, wastewater and water supply pipes are underground, the physical deterioration and condition of assets are not visible and must therefore be estimated. Any revaluation risk is minimised by performing a combination of physical inspections and condition modelling assessments.

IMPAIRMENT

The Council's assets are defined as cash generating if the primary purpose of the asset is to provide a commercial return. Non-cash generating assets are assets other than cash generating assets.

The carrying amounts of cash generating property, plant and equipment assets are reviewed at least annually to determine if there is any indication of impairment. Where an asset's, or class of assets', recoverable amount is less than its carrying amount it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported within surplus or deficit, unless the asset is carried at a revalued amount in which case any impairment loss is treated as a revaluation decrease and recorded within other comprehensive revenue and expense.

The carrying amounts of non-cash generating property, plant and equipment assets are reviewed at least annually to determine if there is any indication of impairment. Where an asset's, or class of assets', recoverable service amount is less than its carrying amount it will be reported at its recoverable service amount and an impairment loss will be recognised. The recoverable service amount is the higher of an item's fair value less costs to sell and value in use. A non-cash generating asset's value in use is the present value of the asset's remaining service potential. Losses resulting from impairment are reported within surplus or deficit, unless the asset is carried at a revalued amount in which case any impairment loss is treated as a revaluation decrease and recorded within other comprehensive revenue and expense.

DISPOSAL

Gains and losses arising from the disposal of property, plant and equipment are recognised within surplus or deficit in the period in which the transaction occurs. Any balance attributable to the disposed asset in the asset revaluation reserve is transferred to retained earnings.

WORK IN PROGRESS

The cost of projects within work in progress is transferred to the relevant asset class when the project is completed and then depreciated.

DEPRECIATION

Depreciation is provided on all property, plant and equipment, with certain exceptions. The exceptions are land, restricted assets other than buildings, and assets under construction (work in progress). Depreciation is calculated on a straight-line basis, to allocate the cost or value of the asset (less any assessed residual value) over its estimated useful life. The estimated useful lives and depreciation rate ranges of the major classes of property, plant and equipment are as follows:

- The landfill post closure asset is depreciated over the life of the landfill based on the capacity of the landfill.
- Variation in the range of lives for infrastructural assets is due to these assets being managed and depreciated by individual component rather than as a whole asset.

INTANGIBLE ASSETS

Intangible assets predominantly comprise computer software and carbon credits. They are recorded at cost less any subsequent amortisation and impairment losses.

Computer software has a finite economic life and amortisation is charged to surplus or deficit on a straight-line basis over the estimated useful life of the asset. Typically, the estimated useful lives and depreciation rate range of these assets are as follows:

Asset category	Useful life (years)
Computer software	2 to 11 years

Carbon credits comprise either allocations of emission allowances granted by the Government related to forestry assets or units purchased in the market to cover liabilities associated with landfill operations. Carbon credits are recognised at cost at the date of allocation or purchase.

Gains and losses arising from disposal of intangible assets are recognised within surplus or deficit in the period in which the transaction occurs. Intangible assets are reviewed at least annually to determine if there is any indication of impairment. Where an intangible asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. Losses resulting from impairment are reported within surplus or deficit.

RESEARCH AND DEVELOPMENT

Research costs are expensed as incurred. Development expenditure on individual projects is capitalised and recognised as an asset when it meets the definition and criteria for capitalisation as an asset and it is probable that the Council will receive future economic benefits from the asset. Assets which have finite lives are stated at cost less accumulated amortisation and are amortised on a straight-line basis over their useful lives.

LEASES

OPERATING

Leases where the lessor retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under operating leases are recognised within surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised within surplus or deficit over the term of the lease as they form an integral part of the total lease payment.

OPERATING LEASES AS LESSOR

The Group leases investment properties and a portion of land and buildings. Rental revenue is recognised on a straight-line basis over the lease term.

FINANCE LEASES

Finance leases transfer to the Group (as lessee) substantially all the risks and rewards of ownership of the leased asset. Initial recognition of a finance lease results in an asset and liability being recognised at amounts equal to the lower of the fair value of the leased property or the present value of the minimum lease payments.

The finance charge is released to surplus or deficit over the lease period and the capitalised values are amortised over the shorter of the lease term and the useful life of the leased item.

EMPLOYEE BENEFIT LIABILITIES

A provision for employee benefit liabilities (holiday leave, long service leave and retirement gratuities) is recognised as a liability when benefits are earned but not paid.

HOLIDAY LEAVE

Holiday leave includes: annual leave, long service leave, statutory time off in lieu and ordinary time off in lieu. Annual leave is calculated on an actual entitlement basis in accordance with section 21(2) of the Holidays Act 2003.

RETIREMENT GRATUITIES

Retirement gratuities are calculated on an actuarial basis based on the likely future entitlements accruing to employees, after taking into account years of service, years to entitlement, the likelihood that employees will reach the point of entitlement, and other contractual entitlements information.

OTHER CONTRACTUAL ENTITLEMENTS

Other contractual entitlements include termination benefits, which are recognised within surplus or deficit only when there is a demonstrable commitment to either terminate employment prior to normal retirement date or to provide such benefits as a result of an offer to encourage voluntary redundancy. Termination benefits settled within 12 months are reported at the amount expected to be paid, otherwise they are reported as the present value of the estimated future cash outflows.

PROVISIONS

Provisions are recognised for future liabilities of uncertain timing or amount when there is a present obligation as a result of a past event, it is probable that expenditure will be required to settle the obligation and a reliable estimate of the obligation can be made. Provisions are measured at the expenditure expected to be required to settle the obligation. Liabilities and provisions to be settled beyond 12 months are recorded at their present value.

LANDFILL POST-CLOSURE COSTS

The Council, as operator of the Southern Landfill, has a legal obligation to apply for resource consents when the landfill or landfill stages reach the end of their operating life and are to be closed. These resource consents will set out the closure requirements and the requirements for ongoing maintenance and monitoring services at the landfill site after closure. A provision for post-closure costs is recognised as a liability when the obligation for post-closure arises, which is when each stage of the landfill is commissioned and refuse begins to accumulate.

The provision is measured based on the present value of future cash flows expected to be incurred, taking into account future events including known changes to legal requirements and known improvements in technology. The provision includes all costs associated with landfill post-closure including final cover application and vegetation; incremental drainage control features; completing facilities for leachate collection and monitoring; completing facilities for water quality monitoring; completing facilities for monitoring and recovery of gas.

Amounts provided for landfill post-closure are capitalised to the landfill asset. The capitalised landfill asset is depreciated over the life of the landfill based on the capacity used.

The Council has a 21.5 percent joint venture interest in the Spicer Valley landfill. The Council's provision for landfill post-closure costs includes the Council's proportionate share of the Spicer Valley landfill provision for post-closure costs.

NET ASSETS/EQUITY

Net assets or equity is the community's interest in the Council and Group and is measured as the difference between total assets and total liabilities. Net assets or equity is disaggregated and classified into a number of components to enable clearer identification of the specified uses of equity within the Council and the Group.

The components of net assets or equity are accumulated funds and retained earnings, revaluation reserves, a hedging reserve, a fair value through other comprehensive revenue and expense reserve and restricted funds (special funds, reserve funds, trusts and bequests).

Restricted funds are those reserves that are subject to specific conditions of use, whether under statute or accepted as binding by the Council, and that may not be revised without reference to the Courts or third parties. Transfers from these reserves may be made only for specified purposes or when certain specified conditions are met.

PROSPECTIVE STATEMENT OF CASH FLOWS

Cash and cash equivalents for the purposes of the cash flow statement comprises bank balances, cash on hand and short-term deposits with a maturity of 3 months or less. The prospective statement of cash flows has been prepared using the direct approach subject to the netting of certain cash flows. Cash flows in respect of investments and borrowings that have been rolled-over under arranged finance facilities have been netted in order to provide more meaningful disclosures.

Operating activities include cash received from all non-financial revenue sources of the Council and the Group and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets and investment revenue.

Financing activities relate to activities that change the equity and debt capital structure of the Council and Group and financing costs.

RELATED PARTIES

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties include members of the Group and key management personnel. Key management personnel include the Mayor and Councillors as Directors, the Chief Executive and all members of the Executive Leadership Team being key advisors to the Directors and Chief Executive.

The Mayor and Councillors are considered Directors as they occupy the position of a member of the governing body of the Council reporting entity. Directors' remuneration comprises any money, consideration or benefit received or receivable or otherwise made available, directly or indirectly, to a Director during the reporting period. Directors' remuneration does not include reimbursement of authorised work expenses or the provision of work-related equipment such as mobile phones and laptops.

COST ALLOCATION

The Council has derived the cost of service for each significant activity (as reported within the Statements of Service Performance). Direct costs are expensed directly to the activity. Indirect costs relate to the overall costs of running the organisation and include staff time, office space and information technology costs. These indirect costs are allocated as overheads across all activities.

COMPARATIVES

To ensure consistency with the current year, certain comparative information has been reclassified where appropriate. This has occurred:

- where classifications have changed between periods
- where the Council has made additional disclosure in the current year, and where a greater degree of disaggregation of prior year amounts and balances is therefore required
- where there has been a change of accounting policy.

Public Benefit Entity Financial Reporting Standard 42 Prospective Financial Statements (PBE FRS 42)

The Council has complied with PBE FRS 42 in the preparation of these draft prospective financial statements. In accordance with PBE FRS 42, the following information is provided:

(i) Description of the nature of the entity's current operation and its principal activities

The Council is a territorial local authority, as defined in the Local Government Act 2002. The Council's principal activities are outlined within this annual plan.

(ii) Purpose for which the prospective financial statements are prepared

It is a requirement of the Local Government Act 2002 to present prospective financial statements that span 1 year and include them within the Annual Plan. This provides an opportunity for ratepayers and residents to review the projected financial results and position of the Council. Prospective financial statements are revised annually to reflect updated assumptions and costs.

(iii) Bases for assumptions, risks and uncertainties

The financial information has been prepared on the basis of best estimate assumptions as the future events which the Council expects to take place. The Council has considered factors that may lead to a material difference between information in the prospective financial statements and actual results. These factors, and the assumptions made in relation to the sources of uncertainty and potential effect, are outlined within this Long-term Plan.

(iv) Cautionary note

The financial information is prospective. Actual results are likely to vary from the information presented, and the variations may be material.

(iv) Other disclosures

These prospective financial statements were adopted as part of the assumptions that form the Annual Plan 2019/20 for issue on 26 July 2019 by Wellington City Council. The Council is responsible for the prospective financial statements presented, including the assumptions underlying prospective financial statements and all other disclosures. The Annual Plan is prospective and as such contains no actual operating results.

Operating Projects and programmes

These reports are attached separately.

Part D: Appendices

Appendix 1: Remission of Targeted Rates on Property Under Development or Earthquake Strengthening

Remission statement

The Council may remit part or all of the commercial sector targeted rate, Business Improvement District targeted rate and downtown targeted rate on land classified under the Council's *commercial, industrial and business differential* as defined within our Funding Impact Statement Rating Mechanisms, where the property is deemed to be 'not fit for purpose' due to the property being under development or due to the existing building being earthquake strengthened.

The Council may remit part or all of the Base sector targeted rate on land classified under the Council's *Base differential* (including residential) as defined within our Funding Impact Statement Rating Mechanisms, where the property is deemed to be 'not fit for purpose' due to earthquake strengthening.

Policy objective

To provide rates relief for property temporarily not fit for purpose due to the property undergoing development or earthquake strengthening and therefore not receiving the benefits derived by contributing to the commercial, residential or downtown targeted rates.

Conditions and criteria

To enable the remission statement above, 'not fit for purpose' is defined in this policy as where:

- i. the property (rating unit), or an identifiable part of the property, will not hold sufficient consents to permit occupation; and
- ii. the property (rating unit), or an identifiable part of the property, will not be used for any purpose, apart from the construction of buildings, premises or associated works, or earthquake strengthening works; and
- iii. the property (rating unit), or an identifiable part of the property, will not generate any revenue stream.
- iv. the remission will be granted on a pro-rata basis for the identifiable part of the property to which the above criteria (i – iii) apply, for the purpose of the remission this will be calculated based on the portion of the total floor area of the rating unit which is deemed 'not fit for purpose'.

The above criteria apply to, and must be met by, an entire rating unit as identified in the Council's rating information database (RID), or a clearly identifiable portion of the rating unit, and apply only for the period the building is not 'fit for purpose'.

Appendix 2: Detailed performance information

How we will monitor performance

Performance measures

We use performance measures to track how well we are delivering services against targets.

Please note the following when reading these measures.

- These measures represent the range of data we collect, which will inform how well we are delivering our services. When we report on our performance, it may be on groups of measures rather than individual measures in order to clearly tell our performance story.
- Baseline targets – as some of these measures were new in 2018/19, the first year of Our 10-Year Plan, this year is being used to establish a ‘baseline’. For some of these measures targets will be set once we have results from 2018/19.

Performance measure	Target 2018/19	Target 2019/20
1.1 Governance, information and engagement		
Facilitating democratic decision-making		
Meeting and committee agendas (%) made available to the public within statutory timeframes	100%	100%
Meeting and committee agendas (%) made available to the public at least 4 days prior to meetings	70%	70%
Community engagement		
Residents (%) who believe they have adequate opportunities to have their say in Council activities	45%	45%
Residents (%) who state they are satisfied with how the Council makes decisions	45%	45%
Providing information and a point of contact		
Contact Centre - Contacts responded to within target timeframes (calls, emails, web form and FIXIT)	80%	85%
City Archives – users (%) satisfied with services and facilities	75%	75%
Residents (%) who agree that Council information is easy to access (via website, libraries, social media, newspapers etc)	55%	55%
Residents (%) who agree that the Council is proactive in informing residents about their city	70%	70%
Official information requests (%) handled within Local Government Official Information and Meetings Act legislative timeframe	Baseline	90%
1.2 Māori and mana whenua partnerships		
Relationship with mana whenua		
Mana whenua satisfaction with their relationship with Wellington City Council	Satisfied	Satisfied
The extent to which (how satisfied) mana whenua partners believe (are) that the Council is meeting its obligations under Te Tiriti o Waitangi with respect to Partnership, Protection and Participation (narrative-based measure based on interviews)	Satisfied	Satisfied
Engaging Māori residents in decisions		
Māori residents (%) who believe that they have adequate opportunities to have their say in decision-making	75%	75%

Performance measure	Target 2018/19	Target 2019/20
Promoting Māori culture		
Māori residents (%) who agree that the Council is taking an active role in revitalising te reo Māori and revitalising Māori cultural heritage	75%	75%
2.1 Parks, beaches and open spaces		
Utilisation		
Number of visitors to the Wellington Botanic Gardens and Otari-Wilton's Bush	1,280,000	1,280,000
Number of formal education attendees at Council programmes (School & Community)	Baseline	Baseline
Attractiveness		
Residents (%) satisfied with the quality and maintenance of green open spaces (local parks and reserves, playgrounds, botanic gardens, beaches and coastal areas, walkways and trails, waterfront, forested areas and green belts)	90%	90%
Protecting and enhancing our biodiversity		
Establish 2 million native plants by 2025	1,765,000	1,815,000 ¹¹
Hectares of high-value biodiversity sites covered by coordinated pest management	Baseline	Baseline
Affordability		
Cost to the ratepayer per visitor to the Wellington Botanic Gardens and Otari-Wilton's Bush	Baseline	Baseline
Community engagement		
Proportion of households engaged in Council-coordinated pest trapping	Baseline	Baseline
Number of plants supplied for community planting	35,000	35,000
2.2 Waste reduction and energy conservation		
Recycling		
Residents (%) who use WCC recycling services regularly	90%	90%
Affordability		
Cost per household (per annum) for kerbside recycling	Baseline	Baseline
Customer satisfaction		
Residents (%) satisfied with kerbside recycling service	85%	85%
Users (%) satisfied with waste collection service	90%	90%
Sustainable landfill operation		
Estimated efficiency of gas capture system (% of estimated gas produced that is captured and destroyed)	Baseline	Baseline
Waste minimisation activities		
Volume of waste diverted from landfill	20,000 tonnes*	20,000 tonnes*
Number of participants in waste minimisation and education programmes run by WCC	Baseline	Baseline
Energy conservation		

¹¹ targets misprinted for 18/19 should be 1.765m and 19/20 1.815m, also we will not be monitoring the establishment of the plants – the measure only relates to plantings.

Performance measure	Target 2018/19	Target 2019/20
Normalised energy cost (\$)	Baseline	Baseline
Normalised amount of energy used (kWh)	Baseline	Baseline
Estimated energy savings	Baseline	Baseline
WCC corporate greenhouse gas emissions	Achieve 2050 target	Achieve 2050 target
2.3 Water		
Clean and safe		
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 4 bacterial compliance criteria)*	Compliant	Compliant
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 5 protozoal compliance criteria)*	Compliant	Compliant
Meeting customer expectations		
Number of complaints about the drinking water's clarity, taste, odour, pressure or flow, continuity of supply, and supplier responsiveness, expressed per 1000 connections*	<20	<20
Continuity of supply and resolution of faults		
Median response time for attendance for urgent call outs*	60 min	60 min
Median response time for resolution for urgent call outs*	4 hours	4 hours
Median response time for attendance for non-urgent call outs*	36 hours	36 hours
Median response time for resolution for non-urgent call outs*	5 days	5 days
Water supply interruptions (measured as customer hours)	Baseline	Baseline
Efficiency and sustainability		
Percentage of real water loss from networked reticulation system ^{12*}	<17%	<17%
Average drinking water consumption resident/day*	365ltr	365ltr
*denotes mandatory measures		
2.4 Wastewater		
Compliance and sustainability		
Dry weather wastewater overflows, expressed per 1000 connections*	0	0
Compliance with the resource consents for discharge from the sewerage system, measured by the number of:	0	0
Abatement notices	0	0
Infringement notices	0	0
Enforcement orders	0	0
Convictions*	0	0
Meeting customer expectations		
Number of complaints about the wastewater odour, system faults, blockages, and supplier responsiveness, expressed per 1000 connections*	<30/1000	<30/1000
Continuity of service and resolution of faults		
Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)	≤0.8	≤0.8

¹² Indicator reworded

Performance measure	Target 2018/19	Target 2019/20
Median response time for wastewater overflows* (attendance time)	≤1 hour	≤1 hour
Median response time for wastewater overflows* (resolution time)	≤6 hours	≤6 hours
*denotes mandatory measures		
2.5 Stormwater		
Continuity of service and resolution of faults		
Number of flooding events*	Baseline	Baseline
Number of pipeline blockages per km of pipeline	≤0.5	≤0.5
Number of habitable floors per 1000 connected homes per flooding event*	Baseline	Baseline
Median response time to attend a flooding event*	≤60 minutes	≤60 minutes
Days (%) during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use	90%	90%
Monitored sites (%) that have a rolling 12 month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml	90%	90%
Compliance with the resource consents for discharge from the stormwater system, measured by the number of:		
Abatement notices	0	0
Infringement notices	0	0
Enforcement orders	0	0
Convictions*	0	0
Meeting customer expectations		
Number of complaints about stormwater system performance per 1000 connections*	<20/1000	<20/1000
Residents (%) satisfied with the stormwater system	75%	75%
*denotes mandatory measures		
3.1 City promotions and business support		
Business Improvement Districts		
Total voluntary rates collected (from Business Improvement Districts) and distributed	289,000	289,000
4.1 Arts and cultural activities		
High quality events		
Attendees (%) satisfied with Council-delivered arts and cultural festivals	90%	90%
Estimated attendance at WCC-supported and delivered events.	trend	trend
Arts and cultural sector support		
Users (%) satisfied with Toi Pōneke facilities and services	90%	90%
Funding Success		
Grant outcomes (%) achieved (through funded outcomes – four out of five - being met) - Arts and Culture Fund	80%	80%
5.1 Recreation promotion and support		
High quality experience		

Performance measure	Target 2018/19	Target 2019/20
User satisfaction (%) - pools	90%	90%
User satisfaction (%) - recreation centres including ASB Sports Centre	90%	90%
User satisfaction (%) - sportsfields (grass & artificial)	85%	85%
Scheduled sports games and trainings (%) that take place (all sportsfields)	Baseline	Baseline
Utilisation		
Artificial sports-field (%) utilisation - peak winter	80%	80%
Artificial sports-field (%) utilisation - peak summer	40%	40%
Artificial sports-field (%) utilisation - off-peak winter	25%	25%
Artificial sports-field (%) utilisation - off-peak summer	20%	20%
Swimming pool visits (by facility)	1,318,000	1,321,000
Marinas occupancy (%)	96%	96%
Recreation centre visits (including ASB Sports Centre)	1,155,000	1,165,000
ASB Sports Centre court space utilisation (%) - peak	65%	65%
ASB Sports Centre court space utilisation (%) - off-peak	50%	50%
Number of uses of Leisure Card	145,000	148,000
Berhampore Golf course users (TBC)	Baseline	Baseline
Affordability		
Residents' perception that pool admission charges are affordable	Baseline	Baseline
Ratepayer subsidy per swim	Baseline	Baseline
Ratepayer subsidy per court/hour (ASB Sports Centre)	Baseline	Baseline
City recreation promotion		
Number of international and national events at Council recreation facilities and estimated attendees	Baseline	Baseline
5.2 Community Support		
Libraries experience		
User satisfaction (%) with library services	90%	90%
User satisfaction (%) with library facilities	Baseline	Baseline
User satisfaction (%) with library collection (physical)	75%	75%
User satisfaction (%) with library collection (e-library)	80%	80%
Libraries utilisation		
Library items issued (physical)	Baseline	Baseline
Library items issued (e-library)	320,000	340,000
Estimates of attendees of library programmes	74,000	75,000
Library physical visits	2,500,000	2,400,000
Library website visits	3,200,000	3,300,000
Residents (%) who are active library users	75%	75%
Libraries amenity		
Customers (%) who think the library helped them to gain new knowledge and skills	Baseline	Baseline
Customers (%) who think the library helped them to connect with others and ideas	Baseline	Baseline

Performance measure	Target 2018/19	Target 2019/20
Customers (%) who think the library helped them to improve their job and earning potential	Baseline	Baseline
Customers (%) who think the library contributed to their sense of belonging in the community	Baseline	Baseline
Libraries affordability		
Cost to the ratepayer per library transaction	Baseline	Baseline
Community centres utilisation		
Occupancy (%) of Council community centres and halls	45%	45%
Community advocacy		
Homelessness - % of known street homeless people supported by agencies	Baseline	Baseline
Funding success		
Grants outcomes (%) achieved (through funded outcomes – four out of five – being met) - Social and Recreation Fund	80%	80%
Housing quality and usage		
Tenant satisfaction (%) with services and facilities	90%	90%
Tenant rating (%) of the overall condition of their house/apartment (average, good, and very good)	90%	90%
Tenant (%) sense of safety in their complex at night	75%	75%
Occupancy rate of available housing facilities	90%	90%
All tenants (existing and new) housed within policy	98%	98%
Housing upgrade project		
Agreed milestones, design standards and budgets are met in accordance with the agreed works programme and Deed of Grant between the Crown and the Council	To achieve	To achieve
5.3 Public health and safety		
Compliance		
Food registrations - premises (%) inspected within Food Act regulation required timeframes (new business and existing businesses)	100%	100%
Efficiency		
Alcohol licences - high to very high premises (%) inspected during peak time	50%	50%
Alcohol licences - very high risk premises (%) inspected twice during the year	100%	100%
Timeliness		
Graffiti removal – response time frames (%) met	80%	80%
Dog control - urgent requests (%) responded to within 1 hour	100%	100%
Dog control - non-urgent requests (%) responded to within 24 hours	99%	99%
Public toilets - urgent requests (%) responded to within 4 hours	100%	100%
Public toilets - non-urgent requests (%) responded to within 3 days	95%	95%
Hygiene standard		
Toilets (%) that meet required cleanliness and maintenance performance standards	95%	95%

Performance measure	Target 2018/19	Target 2019/20
6.1 Urban planning, heritage and public spaces development		
High-quality development		
Residents (%) who agree that new buildings constructed in the city maintain or enhance the city's attractiveness	Baseline	Baseline
Residents (%) who agree that regeneration of areas of the city adds to its vibrancy (e.g. laneways)	Baseline	Baseline
Residents (%) who agree that the public areas of their suburban centre - encourage use, feel safe and are well designed	Baseline	Baseline
Economic impact of urban regeneration projects (specific methodology to be scoped)	Baseline	Baseline
Protecting heritage		
Residents (%) who agree that heritage items are adequately valued and protected in the City	65%	70%
Number of heritage-listed buildings that are earthquake prone	baseline	-10% reduction in overall number of EQP heritage buildings
Residents (%) who agree that the character of historic suburbs is adequately retained	70%	70%
6.2 Building and development		
Effective planning		
Residents' agreement that our building and development control settings strike the right balance between allowing development and preserving the character of the city	Baseline	Baseline
Timeliness		
Building consents (%) issued within 20 working days	100%	100%
Code of compliance certificates (%) issued within 20 working days	100%	100%
Land Information Memorandums (LIMs) (%) issued within 10 working days	100%	100%
Resource consents (non-notified) (%) issued within statutory time frames	100%	100%
Resource consents (%) that are monitored within 3 months of project commencement	100%	100%
Subdivision certificates – Section 223 certificates (%) issued within statutory timeframes	100%	100%
Noise control (excessive noise) complaints (%) investigated within 1 hour	90%	90%
Customer focus		
Customers (%) who rate building control service as good or very good	70%	70%
Customers (%) who rate resource consent service as good or very good	Baseline	Baseline
Compliance		
Building Consent Authority (BCA) accreditation retention	Retain	Retain
7.1 Transport network		
Network condition and maintenance		

Performance measure	Target 2018/19	Target 2019/20
Roads (%) that meet smooth roads standards* ¹³	70%	70%
Structures (%) that have been condition rated in the past five years - walls	100%	100%
Structures (%) that have been condition rated in the past five years - bridges and tunnels	100%	100%
Structures (%) in serviceable (average) condition or better - walls	97%	97%
Structures (%) in serviceable (average) condition or better - bridges and tunnels	100%	100%
Residents (%) satisfied with street lighting in the central city	85%	85%
Residents (%) satisfied with street lighting in suburbs	75%	75%
Requests for service (%) response rate - urgent within 2 hours	98%	98%
Requests for service (%) response rate - non-urgent within 15 days	98%	98%
Footpaths (%) in average condition or better (measured against WCC condition standards*)	96%	96%
Sealed local road network (%) that is resurfaced*	target range 8.9-9.9%	target range 8.9-9.9%
Residents (%) satisfaction with the condition of local roads in their neighbourhood	75%	75%
Active modes promotion		
Number of pedestrians entering and leaving the CBD	New	Inc on last year
Number of cyclists entering and leaving the CBD	New	Inc on last year
Network safety		
Residents (%) who are satisfied with walking on Wellington's footpaths ¹⁴	75%	75%
Residents (%) who are satisfied with cycling on Wellington's cycleways ¹⁵	75%	75%
Network efficiency and congestion		
Residents (%) who think peak travel times are acceptable	majority	majority
Peak travel times between CBD and suburbs (Karori, Johnsonville, Island Bay and Miramar)	Each route <25min	Each route <25min
PT enablement		
Inbound bus stops (%) that have a shelter (co-delivered with GWRC)	Baseline	Baseline
7.2 Parking		
Equity		
Residents (%) who perceive that parking enforcement is fair	>50%	>50%
Availability		
Car park occupancy (weekdays and weekends) ¹⁶	<85%	50-70% ¹⁷

¹³ This measure was proposed to be split into 'high volume and regional roads' and 'all other roads' through the LTP. Have reverted back to single indicator.

¹⁴ Minor rewording in Residents Monitoring Survey from 'on the transport network' to 'on Wellington's footpaths'

¹⁵ Minor rewording in Residents Monitoring Survey from 'on the transport network' to 'on Wellington's cycleways'

¹⁶ Wording change for clarity.

¹⁷ Target originally published as 85% based on international benchmark range of 65-85%, new parking sensors show that actual occupancy is significantly lower than originally thought, target range adjusted to 50-70% to reflect current results from sensors.

Performance measure	Target 2018/19	Target 2019/20
Residents (%) satisfaction with the availability of on-street car parking	70%	70%

Appendix 3: Your Mayor and Councillors

The Wellington City Council is made up of 14 elected Councillors and a Mayor. The Council is elected, along with all other local authority elected members in New Zealand, every 3 years.

The Mayor is elected by the city's residents. The Councillors are elected by voters from the wards they represent. The wards and number of elected Councillors for each are:

- Northern Ward – three Councillors
- Onslow-Western Ward – three Councillors
- Lambton Ward – three Councillors
- Eastern Ward – three Councillors
- Southern Ward – two Councillors

Citywide



Justin Lester (Mayor)

04 499 4444
mayor@wcc.govt.nz

Chair: Council

Portfolio Leader: Arts and Culture, Major City Projects

Northern Ward



Jill Day (Deputy Mayor)

027 262 3181
jill.day@wcc.govt.nz

Chair: Long-term and Annual Plan Committee

Portfolio Leader: Governance, Children and Young People, Māori Partnerships,

Onslow-Western Ward



Diane Calvert

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Portfolio Leader:

Community Planning, Community Engagement

Eastern Ward



Chris Calvi-Freeman

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Lambton Ward



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Lambton Ward



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Portfolio

Leader: Community Resilience

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Portfolio

Leader: Wellington Ambassador, Tourism, Small Business (joint), Sport

Lambton Ward



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Portfolio Leader: Central City Projects, Education Partnerships, Arts and Culture associate

SETTING OF RATES FOR 2019/20

Purpose

1. To set the rates for Wellington City for the year commencing on 1 July 2019 and ending on 30 June 2020, under the Local Government (Rating) Act 2002 (LGRA).

Summary

2. Under section 23 of the LGRA, the Council is required to set its rates by resolution.
3. This paper provides for the Council to set rates for the year commencing on 1 July 2019 and ending on 30 June 2020.

Recommendation/s

That the Council:

1. Receive the information.
2. Having adopted the 2019/20 Annual Plan (including the 2019/20 Funding Impact Statements), agree under section 23 of the Local Government (Rating) Act 2002 (LGRA) to set the following rates for the year commencing on 1 July 2019 and concluding on 30 June 2020:
 - a. General Rate

A differential general rate under section 13 of the LGRA as an amount per dollar of capital value on each rating unit as follows:

 - A rate of 0.176961 cents per dollar of capital value on every rating unit in the Base differential rating category.
 - A rate of 0.575129 cents per dollar of capital value on every rating unit in the Commercial, Industrial and Business differential rating category.
 - b. Targeted rate for water supply

A targeted rate for water supply under section 16 and section 19 of the LGRA as follows:

 - For rating units incorporated in the Base differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$2.435 per cubic metre of water used, and a fixed amount per rating unit of \$135.96, or
 - ii. For rating units connected to the public water supply without a water meter installed a fixed amount of \$167.28 per rating unit, and a rate of 0.034028 cents per dollar of capital value.
 - For rating units incorporated in the Commercial, Industrial and Business differential rating category, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$2.435 per cubic metre of water used, and a fixed amount per rating unit of \$135.96, or
 - ii. For rating units connected to the public water supply without a water meter installed a rate of 0.368878 cents per dollar of capital value.
 - c. Targeted rate for sewerage

A targeted rate for sewerage under section 16 of the LGRA on each rating unit connected to the Council sewerage system as follows:

 - For rating units incorporated in the Base differential rating category:
 - i. A fixed amount of \$116.36 per rating unit, and a rate of 0.031280 cents per dollar of capital value.
 - For rating units incorporated in the Commercial, Industrial and Business differential rating category:
 - ii. A rate of 0.137926 cents per dollar of capital value.

d. Targeted rate for stormwater

A targeted rate for stormwater under section 16 of the LGRA as follows:

- For rating units incorporated in the Base differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - i. A rate of 0.025972 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential rating category but excluding those rating units classified in the rural area under the Council's operative District Plan:
 - ii. A rate of 0.034148 cents per dollar of capital value.

e. Targeted rate for the Commercial sector

A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Commercial, Industrial and Business differential rating category:

- i. A rate of 0.038292 cents per dollar of capital value.

f. Targeted rate for the Base sector

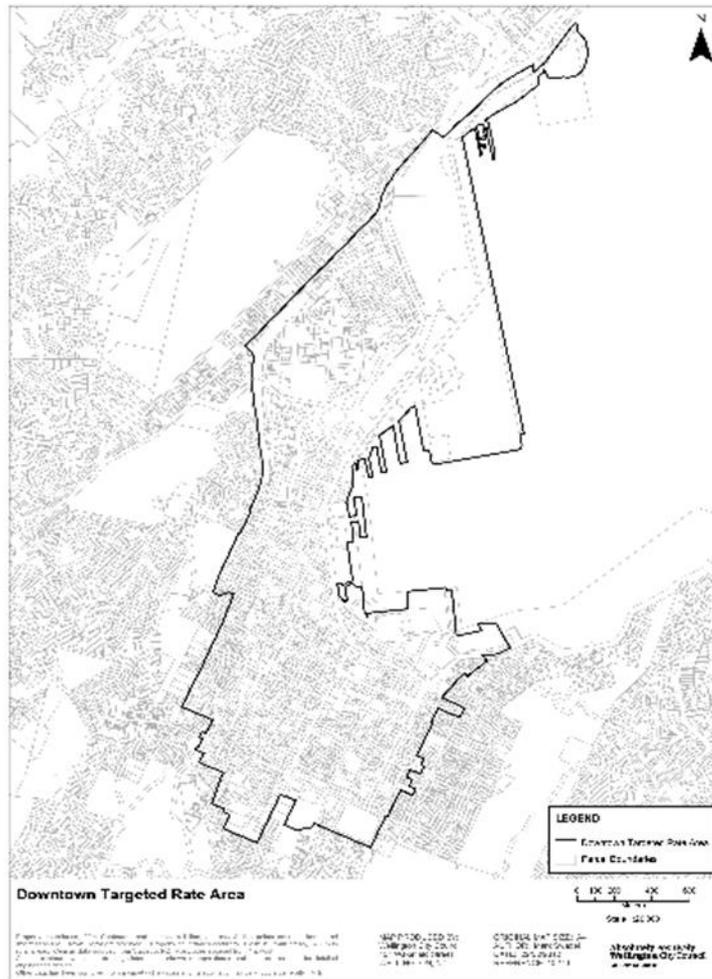
A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Base differential rating category:

- i. A rate of 0.013029 cents per dollar of capital value.

g. Targeted rate for Downtown Area

A targeted rate for the Downtown Area under section 16 of the LGRA on each rating unit incorporated in the Commercial, Industrial and Business differential rating category and located within the area designated as downtown, as described by the Downtown Targeted Rate Area map as approved on 27/06/2012 as part of the 2012-22 10-Year Plan.

- i. A rate of 0.140430 cents per dollar of capital value.



h. Targeted rate for Tawa Driveways

A targeted rate for Tawa Driveways under section 16 of the LGRA on each rating unit identified as being one of a specific group of rating units with shared residential access driveways in the suburb of Tawa, that are maintained by the Council as follows:

i. A fixed amount of \$133.33 per rating unit

i. Targeted rate for Miramar Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated on all rating units within the Miramar Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

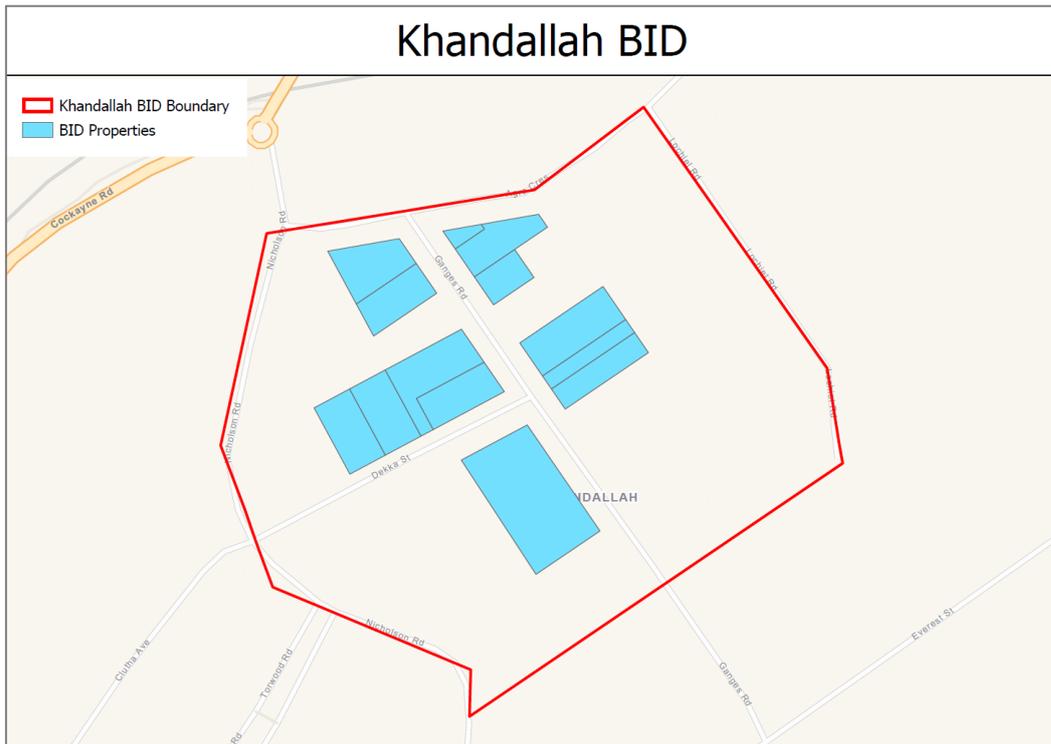
- i. A fixed amount of \$365.00 per rating unit, and
- ii. A rate of 0.012893 cents per dollar of ratable capital value.



j. Targeted rate for Khandallah Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Khandallah Village Business Association on all rating units within the Khandallah Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

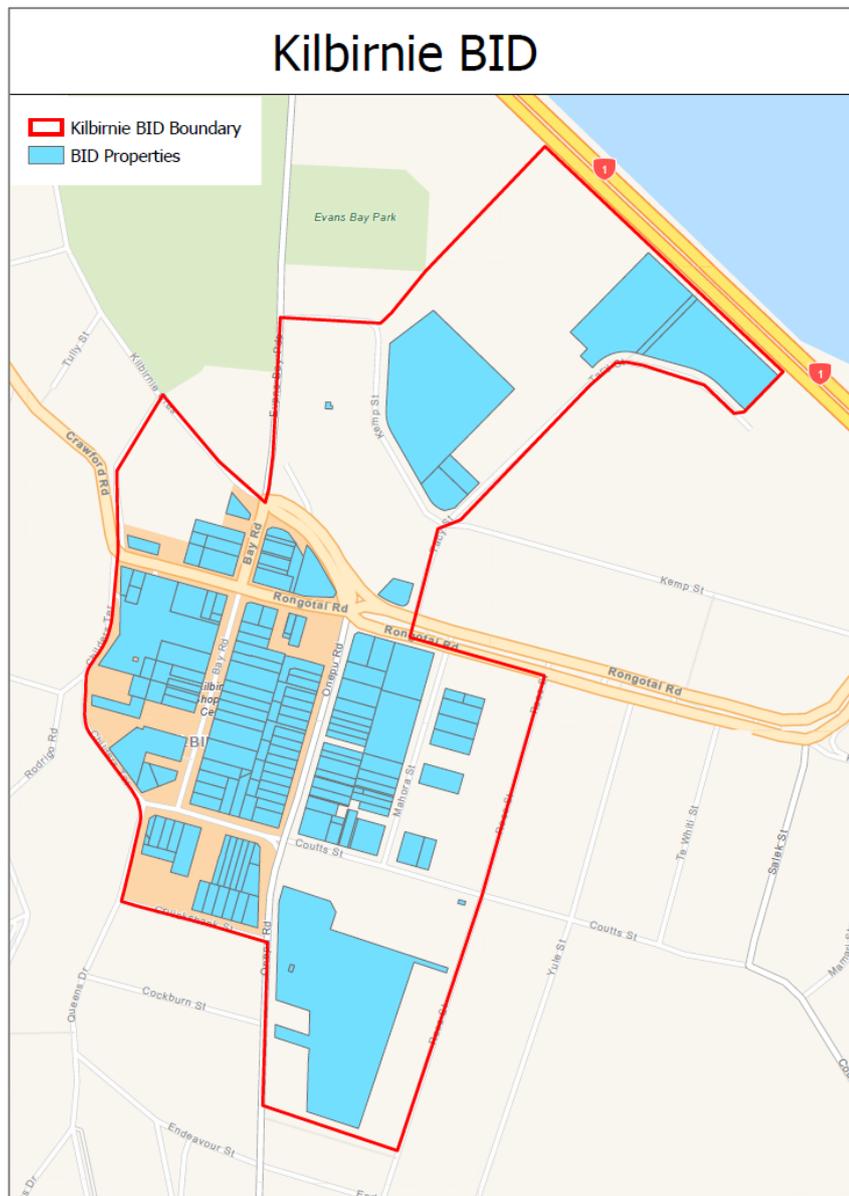
- i. A rate of 0.116720 cents per dollar of rateable capital value.



k. Targeted rate for Kilbirnie Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Kilbirnie Business Network on all rating units within the Kilbirnie Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

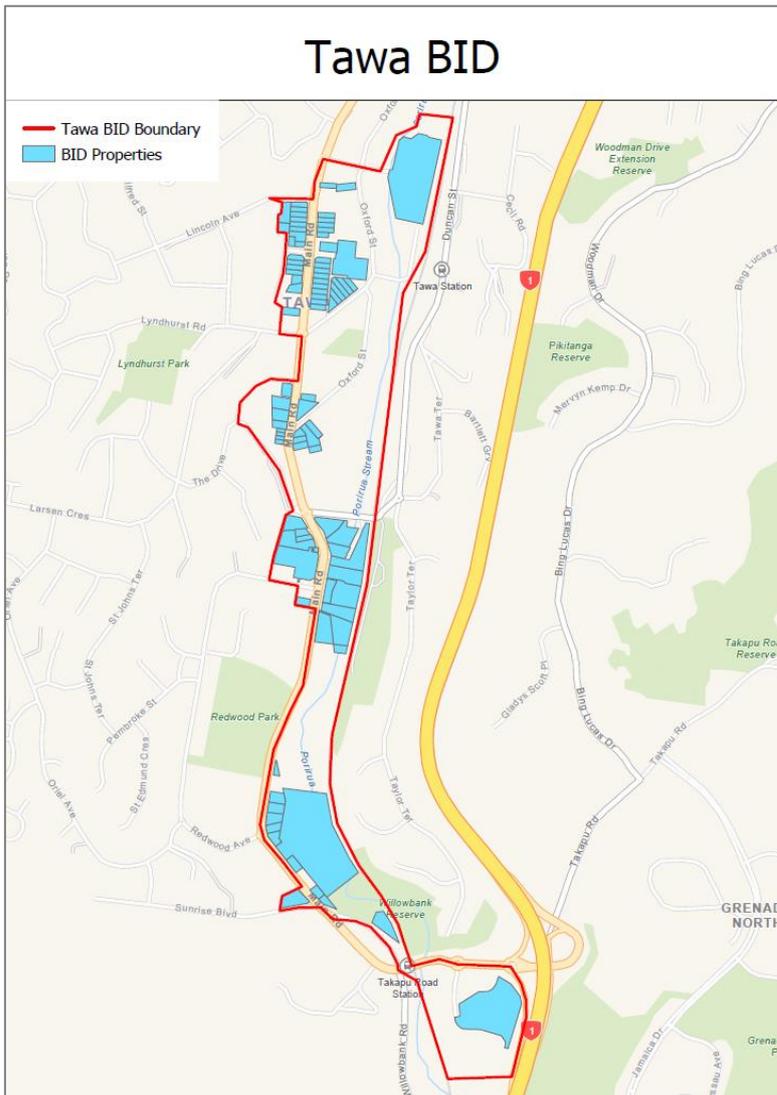
- i. A fixed amount of \$500.00 per rating unit, and
- ii. A rate of 0.016320 cents per dollar of rateable capital value.



I. Targeted rate for Tawa Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Tawa Business Group on all rating units within the Tawa Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

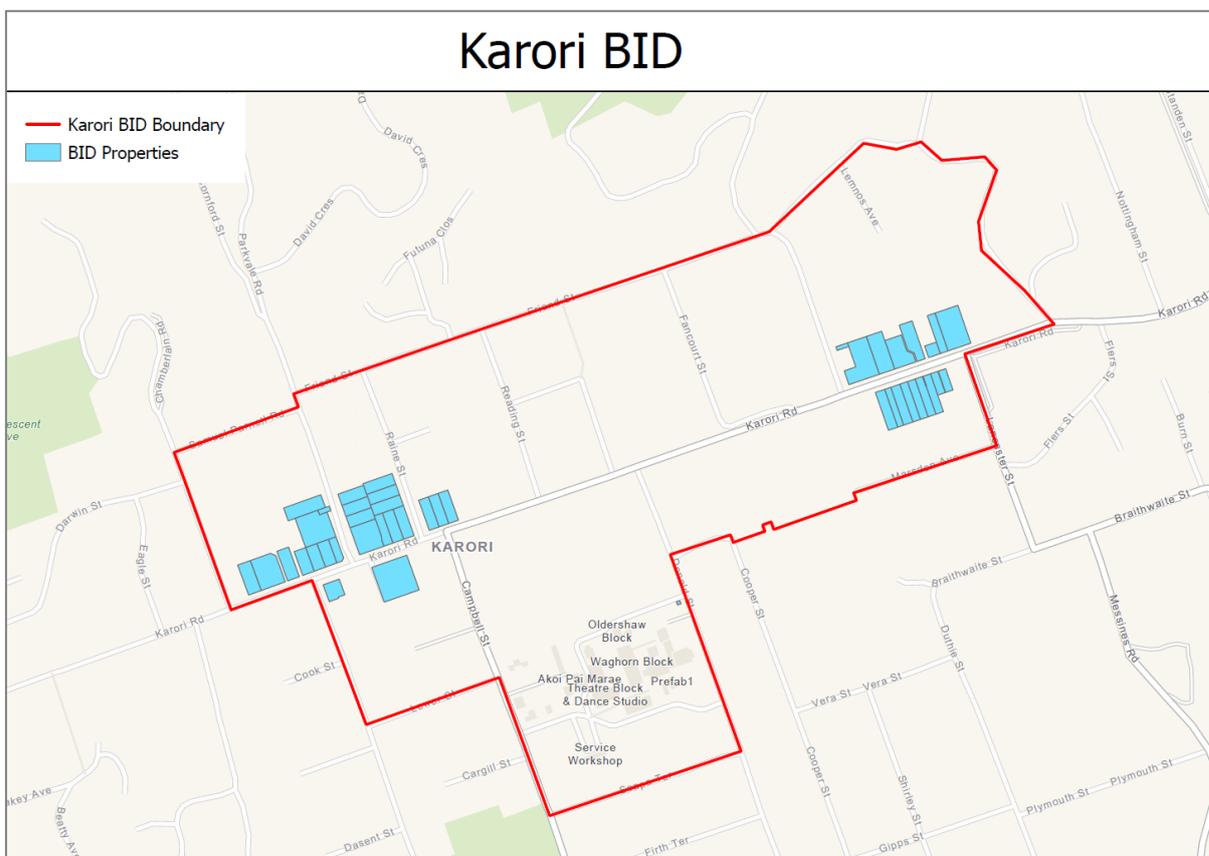
- i. A fixed amount of \$520.00 per rating unit, and
- ii. A rate of 0.049370 cents per dollar of rateable capital value.



m. Targeted rate for Karori Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Karori Business Association on all rating units within the Karori Business Improvement District (refer map) which are subject to the Commercial, Industrial and Business differential rating category as follows:

- i. A rate of 0.108229 cents per dollar of rateable capital value.



3. Agree under section 24 of the Local Government (Rating) Act 2002 to set the following due dates for the payment of rates for the 2019/20 year:

With the exception of targeted water rates which are charged via a water meter, all rates will be payable in four equal instalments, with due dates for payment being:

Instalment Number:	Due Date:
Instalment One	1 September 2019
Instalment Two	1 December 2019
Instalment Three	1 March 2020
Instalment Four	1 June 2020

Targeted water rates that are charged via a water meter on rating units incorporated under the Commercial, Industrial and Business differential will be invoiced on a one or two-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Targeted water rates that are charged via a water meter on rating units incorporated under the Base differential will be invoiced on a three-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Provided that, where the due date falls on a weekend or public holiday, the due date is the next working day.

4. Agree under sections 57 and 58 of the Local Government (Rating) Act 2002 (LGRA) to apply penalties to unpaid rates as follows:
- A penalty of 10 percent on the amount of any part of an instalment remaining unpaid after a due date in recommendation (3) above, to be added from the day

outlined as the relevant penalty date shown below,

Instalment Number:	Due Date:	Penalty Date:
Instalment One	1 September 2019	6 September 2019
Instalment Two	1 December 2019	6 December 2019
Instalment Three	1 March 2020	6 March 2020
Instalment Four	1 June 2020	8 June 2020

- b. An additional penalty of 10 percent on any amount of rates assessed in previous years and remaining unpaid at 3 July 2019. The penalty will be applied on 3 July 2019.
 - c. A further additional penalty of 10 percent on rates to which a penalty has already been added under recommendation 4(b) if the rates remain unpaid on 3 January 2020. The penalty will be applied on 3 January 2020.
 - d. A penalty of 10 percent on the amount of any part of water meter charges remaining unpaid after a due date in recommendation (3) above, to be added from the day following the due date.
 - e. An additional penalty of 10 percent on any amount of water charges from previous years that remain unpaid at 1 July 2019.
 - f. A further additional penalty of 10% on water meter charges to which a penalty has already been added under recommendation 4(e) if the charges remain unpaid on 1 January 2020.
 - g. That a penalty is calculated on the GST inclusive portion of any instalments unpaid after the due date. GST is not charged on the actual penalty itself.
5. Note that the Council's policy on remission of rates penalties is included in the Council's Rates Remission Policy and that the authority to remit penalties is delegated to the Chief Executive, Chief Financial Officer, Manager Financial Accounting, and the Rates Team Leader.
 6. Note that the rates for the year commencing 1 July 2019 and concluding on 30 June 2020 are set excluding GST. GST will be applied when rates are assessed for 2019/20.
 7. Note that rates shall be payable by:
 - Cash, cheque or eftpos at the City Service Centre, 12 Manners Street, 8am to 5pm Monday to Friday.
 - Cash or cheque at selected New Zealand Post outlets using a bar coded rates invoice, 9am to 5pm Monday to Friday.
 - Posting a cheque through to our processing centre at the address provided on the rates notice.
 - Using our "rates easipay" direct debit system.
 - Internet banking and telephone banking options.
 - Credit card on the Council website.

Background

4. The Long-term and Annual Plan Committee agreed to recommend to Council the adoption of the 2019/20 Annual Plan (including the 2019/20 Funding Impact Statements) at its meeting of 6 June 2019.
5. Under section 23 of the LGRA the Council is required to set its rates by resolution. This paper provides for the Council to set rates for the year commencing on 1 July 2019 and ending on 30 June 2020.
6. Section 57 of the LGRA states that a local authority may, by resolution, authorise penalties to be added to rates that are not paid by the due date. The resolution must state how the penalty is calculated and the date the penalty is to be added to the amount of unpaid rates. Section 58 of the LGRA sets out the penalties that may be imposed.
7. Section 24 of the LGRA requires that the Council state the due date for payment of the rates in its resolution setting rates.
8. Rates for the 2019/20 year are set out on a GST exclusive basis. GST will be added when rates are assessed for 2019/20 to provide the total instalment amount.
9. Pursuant to section 23 (5) of the LGRA, within 20 working days of the making of this resolution, a copy will be made publicly available on the Council's website.

Attachments

Nil

Authors	Marlena Wasiak, Funding Analyst Deirdre Reidy, Specialist Funding Advisor
Authoriser	Martin Read, Manager Financial Strategy & Treasury Andy Matthews, Chief Financial Officer

SUPPORTING INFORMATION

Engagement and Consultation

The impact of the 2019/20 Annual Plan budget on Council's rates has been consulted on through the 2019/20 Annual Plan special consultative procedure as required by the Local Government Act 2002.

Treaty of Waitangi considerations

Targeted engagement was undertaken with Mana Whenua as part of the 2019/20 Annual Plan engagement process using existing relationship channels.

Financial implications

This report discusses setting of rates for the 2019/20 financial year. The impacts of the recommendations in this report are significant as it determines Council's ability to collect rates and reach its revenue requirements.

Policy and legislative implications

This report meets all statutory requirements under the Local Government (Rating) Act 2002, and is consistent with Council policy.

Risks / legal

This report meets all statutory requirements under the Local Government (Rating) Act 2002.

Climate Change impact and considerations

Implications of climate change have been considered through the 2019/20 Annual Plan, and therefore funding implications as related to the financial strategy, policies, and rates.

Communications Plan

Pursuant to section 23 (5) of the Local Government (Rating) Act, a copy of the rates resolution will be made publicly available on the Council's website within 20 working days of Council making this resolution.

Health and Safety Impact considered

There are no Health and Safety implications arising from this paper.

REPORT OF THE CITY STRATEGY COMMITTEE MEETING OF 13 JUNE 2019

Members: Mayor Lester (absent with apologies), Councillor Calvert (absent with apologies), Councillor Calvi-Freeman, Councillor Dawson, Councillor Day, Councillor Fitzsimons, Councillor Foster, Councillor Free, Councillor Gilbert, Councillor Lee (absent with apologies), Councillor Marsh, Councillor Pannett (Chair), Councillor Sparrow, Councillor Woolf, Councillor Young.

The Committee recommends:

A. ALCOHOL CONTROL BYLAW- KILBIRNIE AND KELBURN

Recommendation/s

That the Council:

1. Adopts the amendments to the Alcohol Control Bylaw as attached to include the proposed areas in Kilbirnie.

B. PROPOSAL TO REMOVE AN ENCUMBRANCE AT 79 DIXON STREET, TE ARO

Recommendation/s

That the Council:

1. Agrees not to uphold the 7 objections to the encumbrance discharge at 79 Dixon Street, Te Aro received as a result of public consultation under section 138 of the Local Government Act (2002).
2. Approves the discharge of the encumbrance on the title of 79 Dixon Street, Te Aro as urban design issues have been satisfactorily resolved, including a 900mm deep footpath widening along Victoria Street (on private land).
3. Notes that officers are working on other opportunities to provide new green and open spaces in the Te Aro area to cater for the increasing inner city population.

Note: The original advice to the Committee and the minutes of the meeting may be viewed online at <https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2019/06/13>

Attachments

Attachment 1. Alcohol Control Bylaw - for adoption  

Page 221

Proposed Wellington City Council Alcohol Control Bylaw Made pursuant to sections 145 and 147 of the Local Government Act 2002

1. Purpose

The purpose of this part of the bylaw is to control the consumption or possession of alcohol in public places to reduce alcohol-related harm.

2. Interpretation

2.1 In this part of the bylaw, unless the context otherwise requires:

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012

Alcohol Ban Area means the following areas: Wellington Central Area, Oriental Bay, Mt Victoria Lookout, Mt Victoria, Aro Valley, Central Park, Mt Cook, Newtown and Kilbirnie as shown in the Alcohol Ban Area maps attached as Schedule A.

Public place has the meaning given by section 147 of the Local Government Act 2002

Note: as at [insert date bylaw in force] the definition of a public place in section 147 of the Local Government Act 2002 is:

...a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but does not include licenced premises.

Most areas where an encroachment licence has been granted will not be "public places" within this definition and will therefore not be subject to this part of the bylaw. A case-by-case assessment will be made.

3. Alcohol Ban

3.1 Every person is prohibited from consuming, bringing into, or possessing alcohol in any public place (including in a vehicle), in the Alcohol Ban Area. This prohibition is effective at all times.

Note: The exceptions listed in section 147(4) of the Local Government Act 2002 apply. These provisions provide certain exceptions for the transport of alcohol in an unopened container and exempt licensed premises from the bylaw.

4. Signage

4.1 The Council may erect signage within public places covered by this bylaw to provide information to the public on the terms of the bylaw. The size, location and terms of this signage shall be at Council's discretion. To avoid any doubt, the absence of signage in any public place does not authorise breach of this part of the bylaw.

5. Council Permission

5.1 Any person may apply to the Council for permission for any activity that would otherwise be in breach of a prohibition under clause 3.

5.2 Any application under clause 5.1 must be made in writing using an application form approved by the Chief Executive of the Council and must be lodged with the Council no later than 10 working days before the date on which the activity is to occur. Fees may be prescribed by resolution for processing these permissions.

6. Offences

6.1 Every person commits an offence who:

- a. consumes or possesses any alcohol in, or brings alcohol into, a public place in breach of a prohibition under clause 3; or
- b. breaches, or permits a breach of, the terms of any Council permission granted pursuant to clause 5.

6.2 Every person who commits an offence under this part of the bylaw is liable to a penalty under the Local Government Act 2002.

Note:

As at [insert date of bylaw], the penalty for breaching an alcohol ban is an infringement fee of \$250 under the Local Government (Alcohol Ban Breaches) Regulations 2013.

7. Enforcement

7.1 In addition to all the general powers granted under the Local Government Act 2002, this part of the bylaw specifically authorises any member of the New Zealand Police to exercise the power under section 170(2) of the Local Government Act (to search a container or vehicle immediately and without further notice) on specified dates or in relation to specified events notified in accordance with section 170(3) of that Act.

Note:

Under section 169 and 170 of the Local Government Act 2002, Police have powers of search, arrest and seizure in relation to alcohol bans.

Effective from 26 June 2019

Schedule A: Alcohol Ban Area



REPORT OF THE CITY STRATEGY COMMITTEE MEETING OF 20 JUNE 2019

Members: Mayor Lester, Councillor Calvert, Councillor Calvi-Freeman, Councillor Dawson, Councillor Day, Councillor Fitzsimons, Councillor Foster, Councillor Free, Councillor Gilbert, Councillor Lee (not present – apologies accepted), Councillor Marsh, Councillor Pannett (Chair), Councillor Sparrow, Councillor Woolf, Councillor Young.

The Committee recommends:

A. PUBLIC HEALTH BYLAW (PUBLIC POOLS) - CONSULTATION REPORT

Recommendation/s

That the Council:

1. Adopts the amended Public Health Bylaw (Public Pools) (Attachment 1).

B. TE ATAKURA - FIRST TO ZERO

Recommendation/s

That the Council:

1. Adopts the *Te Atakura – First to Zero* strategy as a blueprint for becoming a Zero Carbon Capital (Attachment 2) with updated wording to the introductory part of the plan as outlined in Attachment 3, with the following amendment:
 - a. That officers consider using the annual residents' survey to gain additional information about the barriers to greater use of public transport, and report back to councillors.
 - b. Agree to include in the Strategy within the introductory section, the content of the climate change declaration including the stated commitments including improving public transport within Wellington city.
 - c. Agree to amend the "Plan at a glance" to focus on and highlight those initiatives directly under the control and or influence of Wellington City Council by amending the title to "Initiatives at a glance."

Note: The original advice to the Committee can be read online at <https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2019/06/20>

The Te Atakura – First to Zero strategy for adoption will be provided under separate cover, which will be made available electronically at <https://wellington.govt.nz/your-council/meetings/committees/council/2019/06/26>

Attachments

Attachment 1. Public Health Bylaw (Public Pools) for adoption  

Page 227

Proposed amended Public Health Bylaw (Public Pools)

Introduction

This bylaw is made under section 145 of the Local Government Act 2002 and section 64 of the Health Act 1956. The bylaw was adopted on 1 July 2008 and amended on [insert date].

Contents

1. Purpose
2. Interpretation
3. Public pools to have certificate of registration
4. Premises and equipment to be clean
5. Compliance with pool water quality standard
6. Children to be supervised
7. Signs to be displayed
8. Fees
9. Notices to remedy public health risks
10. Offences

1. Purpose

- 1.1 The purpose of this bylaw is to promote, protect and maintain public health and safety at public swimming pools.

2. Interpretation

- 2.1 In this bylaw, unless the context otherwise requires—

authorised officer means an enforcement officer authorised under the Local Government Act 2002, a public health inspector authorised under the Health Act 1956, or any other person appointed as an authorised officer by Council for the purposes of administering and enforcing this bylaw

actively supervised means watching any dependent child at all times and being able to provide immediate assistance

certificate of registration means a certificate issued by the Council in accordance with clause 3.3 of this bylaw

operator means any person who operates a public pool

public pool means a water-retaining structure, wholly or partially of artificial construction and generally having a circulation and filtration system, designed for recreational, training or therapeutic use and includes commercial, school,

institutional, club, hospitality, community, and local authority pools and splash pads. It does not include pools for domestic use only.

- 2.2 Any explanatory notes and attachments are for information purposes, do not form part of this bylaw, and may be made, amended and revoked without formality.

3. Public pools to have certificate of registration

- 3.1 Any person who operates a public pool must:

- (a) hold a valid and unexpired certificate of registration; and
- (b) clearly display the certificate at the principal entrance or reception of the pool so as to be readily visible to the public to the satisfaction of an authorised officer.

- 3.2 An application for a certificate of registration for a public pool must be made:

- (a) on the form provided by the Council for that purpose;
- (b) include all information required; and
- (c) be signed by the operator.

- 3.3 The Council may issue a certificate of registration for a public pool, with or without conditions, having regard to:

- (a) the results of any inspection of the public pool by an authorised officer;
- (b) whether water quality complies with the New Zealand Standard on Pool Water Quality (NZS5826:2010) and, if not, the extent of any non-compliance;
- (c) whether there has been any non-compliance with this bylaw; and
- (d) whether at least one person involved in water treatment and testing of the pool has successfully completed training from a registered New Zealand Qualifications Authority (NZQA) training establishment covering *Unit Standard 20046 monitor pool water quality and store pool water treatment chemicals*.

- 3.5 A certificate of registration expires 12 months from date of issue unless otherwise provided by condition.

- 3.6 A certificate is personal to the operator and is not transferable.

4. Premises and equipment to be clean

- 4.1 All public pool areas and associated facilities and equipment must be maintained in a clean and hygienic condition.

5. Compliance with pool water quality standard

- 5.1 The operator of a public pool must ensure that the pool and premises comply with the New Zealand Standard on Pool Water Quality (NZS 5826:2010).

- 5.2 The operator of a public pool must ensure that, at all times during the currency of a certificate, at least one person who is involved in water treatment and testing of the pool has successfully completed training from a registered NZQA training establishment covering *Unit Standard 20046 monitor pool water quality and store pool water treatment chemicals*.

6. Children to be supervised

- 6.1 Children under eight years ~~old are not permitted~~ in public pool premises unless must be actively supervised by a caregiver aged at least 16 years of age or over.

7. Signs to be displayed

- 7.1 At all times that a public pool is operated, the operator of the pool must display signage relating to appropriate behaviour, supervision of children, safety and disease prevention measures.
- 7.32 The signage must be in full and unobscured view to the public and displayed at:
(a) the principal entrance or reception of the pool; and
(b) any other public areas at the pool, as may be required by an authorised officer.
- ~~7.23~~ ~~Safety~~ The signage about supervision of children must explain that: ~~(a) all children under 5 years old must be kept within arms' reach of a caregiver aged 16 or over; and (b) all children 5 and over, and under 8 years old, must be actively supervised by a caregiver aged 16 or over.~~

8. Fees

- 8.1 The Council may by resolution set fees and charges to be payable for functions undertaken by the Council under this bylaw.

9. Notices to remedy public health risks

- 9.1 An authorised officer may issue a written notice to an operator requiring that the operator carry out any specified corrective action or otherwise undertake any action required to comply with this bylaw or address a public health risk at a public pool.
- 9.2 If the operator of a public pool does not comply with the written notice an authorised officer may initiate a review of the relevant registration. As a result of that review the officer may:
- (a) suspend the certificate of registration;
 - (b) amend or impose additional conditions of registration; or
 - (c) cancel the registration.

10. Offences

- 10.1 A person who breaches this bylaw commits an offence and is liable to a penalty under the Local Government Act 2002 or the Health Act 1956.

Related links

- [Wellington City Council Public Pools \[https://wellington.govt.nz/recreation/get-active-with-us/swimming-pools/indoor-pools\]](https://wellington.govt.nz/recreation/get-active-with-us/swimming-pools/indoor-pools)
- Pools: safety at the pool, Ministry of Education [https://www.education.govt.nz/school/property/state-schools/school-facilities/swimming-pools/pool-safety/]
- Application [form](#) for registering a public pool [link to be provided]

REPORT OF THE REGULATORY PROCESSES COMMITTEE MEETING OF 19 JUNE 2019

Members: Mayor Lester, Councillor Calvert, Councillor Calvi-Freeman, Councillor Lee, Councillor Sparrow (Chair).

The Committee recommends:

PROPOSED ROAD STOPPING - LAND ADJOINING 6 GREENVIEW WAY, MIRAMAR

Recommendation/s

That the Council:

1. Agrees that approximately 126m² of unformed legal road on Totara Road , Miramar, shown as the land bordered red on the plan in Attachment 2 (the Land) and abutting 6 Greenview Way, Miramar (being Lot 2 DP 10332, ROT WN431/57), is not required for a public work and is surplus to requirements
2. Agrees to dispose of the land.
3. Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing of relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, imposing any reasonable covenants and anything else necessary.

Note: The original advice to the Committee can be read online at <https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2019/06/19>

Attachments

Nil

4. Public Excluded

Recommendation

That the Council:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Public Excluded Report of the City Strategy Committee Meeting of 13 June 2019	7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.