
**ORDINARY MEETING
OF
ANNUAL PLAN/LONG-TERM PLAN COMMITTEE
AGENDA**

Time: 9:30 am
Date: Thursday, 6 May 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Deputy Mayor Free (Chair)
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Andy Foster (Deputy Chair)
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

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

AREA OF FOCUS

The Long-term Plan and Annual Plan give effect to the strategic direction and outcomes set by the Strategy and Policy Committee by setting levels of service and budget.

The Committee is responsible for overseeing the development of the draft Annual Plan and Long-term Plan for consultation, determining the scope and approach of any consultation and engagement required, and recommending the final Long-term Plan and Annual Plans to the Council.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 8 members

**TABLE OF CONTENTS
6 MAY 2021**

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	6
1.6 Public Participation	6
2. General Business	7
2.1 Parking Fee and Operating Hours Changes Hearing	7
2.2 Long-term Plan Hearing	61

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 4 March 2021 will be put to the Annual Plan/Long-Term Plan Committee for confirmation.

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the Annual Plan/Long-Term Plan Committee.

The Chairperson shall state to the meeting:

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

The item may be allowed onto the agenda by resolution of the Annual Plan/Long-Term Plan Committee.

Minor Matters relating to the General Business of the Annual Plan/Long-Term Plan Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Annual Plan/Long-Term Plan Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under standing order 31.3, no request for public participation for this meeting will be accepted as this meeting has been scheduled for the purpose of oral hearings only.

2. General Business

PARKING FEE AND OPERATING HOURS CHANGES HEARING

Purpose

1. This report asks the Annual Plan/Long-Term Plan Committee to hear oral submissions on the proposed traffic resolutions for parking fee and operating hours changes.

Summary

2. A total of eleven proposed traffic resolutions were issued for consultation between 9 April 2021 and 23 April 2021.
3. A total of 196 submissions from 54 submitters were received via the Wellington City website and via email. Of these four submitters requested to speak.

Recommendation/s

That the Annual Plan/Long-Term Plan Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Background

4. The Council agreed to consult on increasing parking fees as well as a number of other proposed changes to existing on-street parking arrangements across the city through the Long-term Plan process.
5. Alongside that consultation the Council has also been consulting on those changes through our TR process.
6. The TR's are required to legally implement the Parking fees and user charges options currently proposed in the Long-term Plan as the current Wellington Consolidated Bylaw 2008 requires public consultation for all proposed Traffic Resolutions.
7. Traffic resolutions were prepared and publically notified and were available for consultation alongside the LTP consultation process. As noted consultation on the TR's occurred between 9 April 2021 and 23 April 2021. Through that period the public were then able to make comments on each resolution, and at the Council's discretion make oral submissions.
8. Completing the TR process will allow the Council to implement all agreed changes as quickly as possible following the adoption of the new Long-term Plan which is planned for 30 June 2021.














Options

9. The committee is required by legislation to hear the oral submitters.

Next Actions

11. The Parking Services team will provide TR recommendations to Annual Plan / Long-term Plan Committee which is currently scheduled for 27 May 2021.
12. If the TR's are approved at that meeting, they will allow implementation to occur from 1 July 2021 following the adoption of the Long-Term Plan.

Attachments

Attachment 1.	Oral Submissions List AP/LTP 6 May 2021 ↓ 	Page 10
Attachment 2.	Table of Traffic Resolutions Legal Description AP/LTP Oral Hearing 6 May 2021 ↓ 	Page 11
Attachment 3.	TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays ↓ 	Page 16
Attachment 4.	TR67-21 Central Business District, Wellington – Metered parking fee increase; weekend ↓ 	Page 19
Attachment 5.	TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase ↓ 	Page 22
Attachment 6.	TR69-21 Wellington suburbs, Wellington - Coupon parking fee increase; daily, monthly & suburban trade ↓ 	Page 24
Attachment 7.	TR70-21 Central Business District, Wellington – Coupon parking fee increase; Trade ↓ 	Page 28
Attachment 8.	TR71-21 Central Business District, Wellington – Metered operating hours increase ↓ 	Page 31
Attachment 9.	TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking ↓ 	Page 33
Attachment 10.	TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 38
Attachment 11.	TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 42
Attachment 12.	TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking ↓ 	Page 48
Attachment 13.	TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking ↓ 	Page 56

Author	Wendy Ferguson, Project Coordinator
Authoriser	Kevin Black, Manager Community Networks Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

As noted above the TR process is required to allow implementation of proposed changes to parking fees as well as a number of other proposed changes to existing on-street parking arrangements across the city. Council will make final decisions on the proposed changes as part of finalising the draft LTP including any consequential impact on rates as a result of not adopting any or all of the proposed changes. Any delay in the approval of the TR's will impact the ability to implement the changes and be operational from 1 July 2021.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes specifically.

Risks / legal

None identified.

Climate Change impact and considerations

The Proposed changes all align with newly adopted Parking Policy hierarchy of deprioritising the private vehicle to meet the varying demands for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

Communications Plan

Not required.

Health and Safety Impact considered

The proposed changes are all operational. They are all changes in fees & user charges, hours of operation and introduce new paid parking locations.

The only potential risk identified is Parking Officer Safety during the proposed later enforcement hours (to 10pm Fri & Sat night). This will be mitigated and managed by Parking Services by pairing officers up for the late shift along with restructured rosters to manage the support staff resources required to ensure the Officers safety.

NAME	Suburb:	City:	GIVING FEEDBACK	REF:	AGREE	COMMENTS
Kirstin Vaa	Grenada Village	Wellington	as an individual	TR67-21	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.
				TR68-21	No	
				TR69-21	No	
				TR70-21	No	
				TR71-21	No	
				TR72-21	No	
				TR73-21	No	
				TR74-21	No	
				TR75-21	No	
TR76-21	No					
Katy McTeigue	Johnsonville	Wellington	as an individual	TR70-21	No	Makes me less likely to want to come into the city.
				TR71-21	No	If I go to an event or movie I can't move my car during it. This makes me much less likely to come into the city. I'll go to lower Hutt or porirua instead.
				TR72-21	No	No comment
Jeanne-Claire Gordon	kelburn	Wellington	as an individual	TR66-21	No	No comment
				TR67-21	No	No comment
				TR68-21	No	No comment
				TR69-21	No	No comment
				TR70-21	No	No comment
				TR71-21	No	No comment
				TR72-21	No	No comment
				TR73-21	No	No comment
				TR74-21	No	No comment
				TR75-21	No	No comment
TR76-21	No	No comment				
Peter Ryan	wellington	Wellington	as an individual	TR76-21	No	I cannot see any fiscal reasons for changing existing couplon apart from from expected enforcement revenue. This is a special area with no retail outlets. To expect paid parking after 6pm weekly or weekends is fanciful as parks are free as on Molesworth, Sydney and Wilson ST Pauls parking. As a part owner of 20 - 18 Hill street and having a family member living at the address I am regularly in the Area and as such very up to date with parking matters. I also live and work locally That is the address 20 - 18 Hill street has NO access to Resident parking and by taking away coupon parking you will be directly penalizing and causing inconvenience to the Residents in the area particularly after 6pm weekday and weekends. There are no retail outlets in the street and there currently are currently always parks available in Molesworth street and Sydney street along with Wilson parking. Having not seen a cost analysis to put in metered parking for only 24 spaces and knowing the usage will be very low outside business hours and weekends, it seems as stated in your proposal that you will be relying on enforcement revenue to produce more income than you currently receive from ongoing Coupon parking. The Parliamentary precinct is a special character area bordering the Parliamentary Library and not a retail platform. Additionally by proposing these 24 parks this will directly effect the owners and tenants of 18 Hill street who will have the quiet enjoyment accessing their homes or inviting friends, family or guests whom will have costly restricted parking particularly after 6pm weekdays and weekends. As such I would welcome giving an Oral input around the punitive outcomes we will receive as we cannot even get resident parking I await confirmation of my email.

Table of Traffic Resolutions Legal Description LTP Oral Hearing May 2021

a.	Oriental Parade, Wellington (TR72-21) Convert coupon parking to P10hrs metered parking		
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, following the kerbline 342.5 metres east of its intersection with Herd Street (Grid Coordinates X=2,659,613.439627 m, Y=5,989,030.810441 m) and extending in a north-easterly direction for 235.4 metres (46 Angle parking spaces & 15 parallel parking spaces)</i>
	Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 612.5 metres northeast of its intersection with Herd Street (Grid coordinates x= 1749591.3 m, y= 5427319.1 m), and extending in an easterly direction following the northern kerbline for 74.6 metres (23 angle parking spaces)</i>
b.	Glasgow Street, Kelburn (TR73-21) Convert P120 metered parking to P10hrs metered parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Glasgow Street	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 11 metres south of its intersection with Rawhiti Terrace and extending in a southerly direction following the eastern kerbline for 193.5 metres.</i>
	<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 8.5 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 22.5 metres. (4 Parallel parking spaces)</i>
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 39 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 27.3 metres. (5 Parallel parking spaces)</i>
	Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 70.7 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 122.1 metres. (20 Parallel parking spaces)</i>
c.	Salamanca Road, Kelburn (TR74-21) Convert P120 metered parking to P10hrs metered parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		

Table of Traffic Resolutions Legal Description LTP Oral Hearing May 2021

	Column One	Column Two	Column Three
	Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.</i>
	Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 248 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 79 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 151.7 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 73.8 metres (12 carparks)</i>
	Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>North side, commencing 245.3 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 73.7 metres. (12 carparks)</i>
<i>Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 126.5 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 30 metres.</i>
<i>Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 122.7 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 29 metres (5 carparks)</i>
d.	Kelburn Parade, Kelburn (TR75-21) Convert P120 metered parking to P10hrs metered parking		
<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 metres.</i>

Table of Traffic Resolutions Legal Description LTP Oral Hearing May 2021

Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 143.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>east side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 20 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side, commencing 139.5 metres North of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19.7 metres (3 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>East side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters (13 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>West side commencing 266 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 6 metres (1 Parallel parking space)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum,</i>	<i>West side commencing 280 metres from its intersection with Salamanca</i>

Table of Traffic Resolutions Legal Description LTP Oral Hearing May 2021

		<i>Saturday to Thursday 8am-6pm, Friday 8am-8pm.</i>	<i>Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 10 metres (2 Parallel parking spaces)</i>
	Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am-8pm..</i>	<i>West side commencing 292.7 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 15.5 metres (3 Parallel parking spaces)</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>No Stopping, At All Times</i>	<i>west side commencing 272 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 8 metres.</i>
	Kelburn Parade	<i>No Stopping, At All Times</i>	<i>West side commencing 290 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 7 metres</i>
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters.</i>
e.	Hill Street, Thorndon (TR76-21) Convert coupon parking to P120 metered parking		
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 13.9 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 40.7 metres (7 Parallel parking spaces)</i>
	Hill Street	<i>Metered parking, P120 maximum, Saturday to</i>	<i>South side, commencing 54.6 metres west of its intersection with</i>

Table of Traffic Resolutions Legal Description LTP Oral Hearing May 2021

		<i>Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 102.3 metres (17 Parallel parking spaces)</i>
--	--	---	---

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council are consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees or change operating hours, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Proposal:

Reference	<ul style="list-style-type: none"> TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays
What we’d like to do	<ul style="list-style-type: none"> Increase the cost of metered parking across all areas by \$0.50 per hour Monday to Friday
Why we are proposing the change	<ul style="list-style-type: none"> To reflect the market value of on-street parking. To better manage demand for on street parking spaces by increasing fees to encourage turnover
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Additional Information	<ul style="list-style-type: none">To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021.What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021.A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021.If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively
Wellington City Council

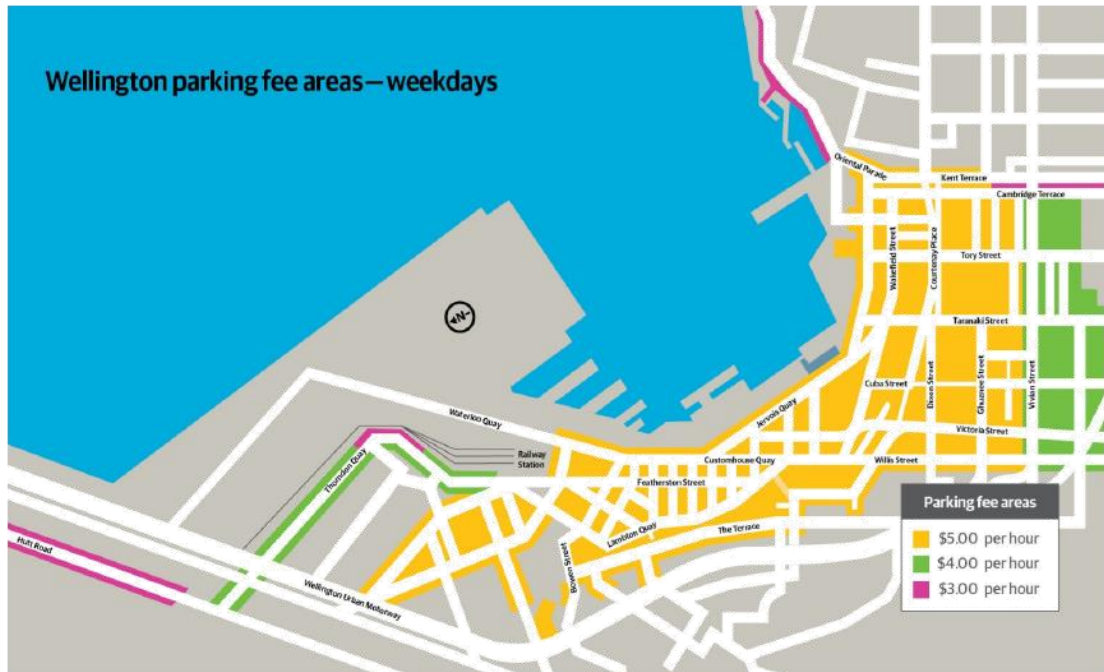
Me Heke Ki Pōneke

Weekdays

The affected parking bays are within the area highlighted in the map. All fees in the area below will increase by 50cents/hour

Mon- Fri

- \$2.50 increases to \$3.00/hour
- \$3.50 increases to \$4.00/hour
- \$4.50 increases to \$5.00/hour



Prepared By:	Melanie Goodger	(Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area



Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council are consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees and/or change operating hours, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Proposal:

Reference	<ul style="list-style-type: none"> TR67-21 Central Business District, Wellington – Metered parking fee increase; weekend
What we’d like to do	<ul style="list-style-type: none"> Increase the cost of metered parking across all areas \$2.00 per hour Saturday & Sunday.
Why we are proposing the change	<ul style="list-style-type: none"> To reflect the market value of on-street parking. To better manage demand for on street parking spaces by increasing fees to encourage turnover of use.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Council’s position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Weekends

The affected parking bays are within the area highlighted in the map below. All fees in the area below will increase by \$2.00/hour. The time period for this is specified in a separate Traffic Resolution – refer to TR71-21 (also subject to approval)

Sat - Sun

\$2.50 increases to \$4.50/hour



Prepared By:	Melanie Goodger	(Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area



Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Proposal:

Reference	<ul style="list-style-type: none"> TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase
What we'd like to do	<ul style="list-style-type: none"> Increase annual Loading Zone Permit fee from \$60.50 to \$80.00/day.
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of Loading Zone permits to better reflect the current market value of on street parking in the Central Business District.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> An increase in the cost of Loading Zone Permits in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

Loading Zone Permit Fee Proposal


Permit Type	Current	Proposed
Loading Zone Permit	\$60.50	\$80.00

Prepared By: Melanie Goodger (Parking Services)
 Amin Shahin (T/L Transport Engineering)

Approved By: Steve Spence (Chief Advisor Transport & Infrastructure)

Date: 01/04/2021

We are proposing a change in your area


 Absolutely Positively
 Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees and changing operating hours, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and/or operating hours. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR6921 Wellington suburbs, Wellington - Coupon parking fee increase; daily, monthly & suburban trade
What we’d like to do	Increase Coupon Parking fees including: <ul style="list-style-type: none"> Daily Coupons from \$12 to \$20 Monthly Coupons from \$200 to \$333 Suburban Trade Coupons from \$12 to \$20
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of on-street Coupon Parking (daily, monthly, and suburban trade) to better reflect the current market value of all-day parking and to discourage commuters in favour of public transport.
Location – where we propose to make the change	<ul style="list-style-type: none"> Wellington suburbs, Wellington - all Resident and Coupon parking areas
Impact	<ul style="list-style-type: none"> An increase in the cost of Coupon Parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the impact on rates funding. To meet the demand for road space from different modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

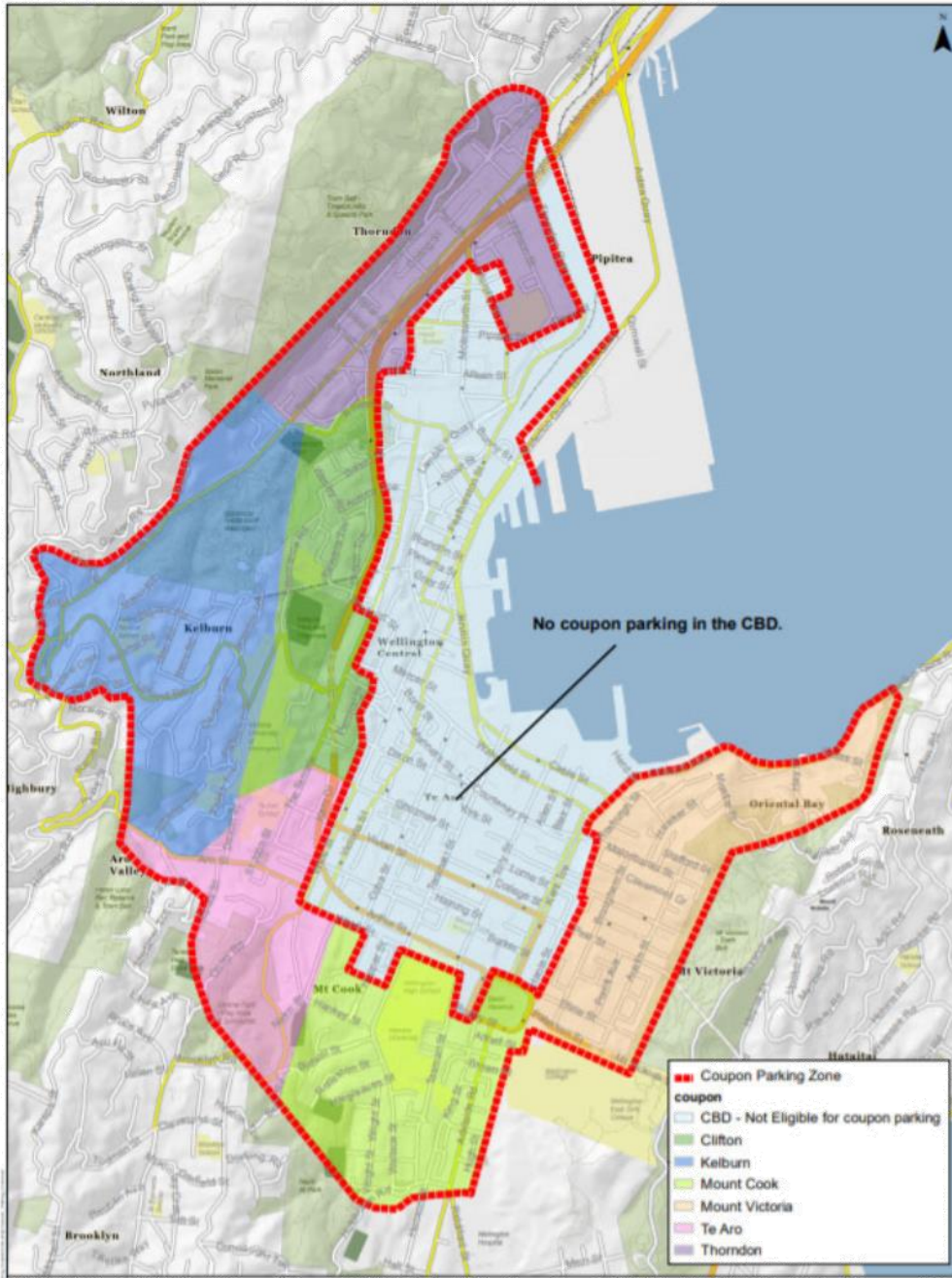
Coupon	Current	Proposed
Daily	\$12.00	\$20.00
Monthly	\$200.00	\$333.00
Suburban trade	\$12.00	\$20.00

Trade coupon operating hours would be retained (no change) as 8am-6pm Mon- Sun.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

**Traffic Resolution Plan: TR69-21 Central Wellington Business District and surrounding suburbs,
Wellington – Coupon parking fee increase**



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees and/operating hours, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and or change the operating hours, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees. If fees are increased the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun.

Proposal:

Reference	<ul style="list-style-type: none"> TR70-21 Wellington Central Business District – Trade Coupons
What we’d like to do	Increase Coupon Parking in Central Business District (CBD) including: <ul style="list-style-type: none"> CBD Trade Full Day Coupons from \$45 to \$50 CBD Trade Half Day Coupons from \$22.50 to \$25 CBD Trade Weekend Coupons from \$22.50 to \$45
Why we are proposing the change	<ul style="list-style-type: none"> The Council proposes to increase the cost of on-street CBD Trade Coupon to better reflect the current market value of all-day parking. The Council proposes to increase the cost of CBD trade coupons to align with the proposed meter fee increases. Trade coupons operating hours will remain unchanged applying 8am-6pm Mon- Sun.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> An increase in the cost of CBD Trade Coupon in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the impact on rates funding.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed within the following 3 months.

Coupon	Current	Proposed
CBD Full Day trade (8am-6pm)	\$45.00	\$50.00
CBD Half Day trade (8am-1pm OR 1pm-6pm)	\$22.50	\$25.00
Weekend trade	\$22.50	\$45.00

CBD trade coupon operating hours would be retained (no change of time period) as 8am-6pm Mon- Sun.

The CBD Trade coupon increase is to align with the proposed meter fee increase – for more information on the meter fee increases refer to TR66-21 & TR67-21 (both subject to approval)

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Melanie Goodger Amin Shahin	(Commercial Operations T/L Parking Services) (T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council are consulting on increasing parking fees through the Long-Term Plan process. To ensure that the Council can make a timely decision on increasing parking fees, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and/or change the operating hours, the traffic resolution then needs to be publicly notified. The public are then able to make comments on the resolution, and at the Council's discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and/or change the operating hours. If operating hours are changed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase adopted in the report as part of those deliberations.

The traffic resolution proposes to extend meter operating hours Sunday to Thursday to 8pm and Friday and Saturday to 10pm. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR71-21 Central Business District, Wellington – Increase metered operating hours
What we'd like to do	<ul style="list-style-type: none"> Extend meter operating hours Sun to Thu to 8pm and Fri and Sat to 10pm.
Why we are proposing the change	<ul style="list-style-type: none"> Extending operating hours to better manage demand into the evenings.
Location – where we propose to make the change	<ul style="list-style-type: none"> Central Business District, Wellington
Impact	<ul style="list-style-type: none"> These changes will affect approximately 3,300 metered parking bays. An increase in the cost and operating hours of metered parking in all areas from 1 July 2021.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.</p>
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

It is proposed in this Traffic Resolution to extend all metered parking operating hours from the current times to the proposed times as displayed in the table below.

Meter operating hours will change to:

Day	Current	Proposed
Sunday to Thursday	8am-6pm	8am-8pm
Friday	8am-8pm	8am-10pm
Saturday	8am-6pm	8am-10pm

Prepared By: Melanie Goodger (Parking Services)
Amin Shahin (T/L Transport Engineering)

Approved By: Steve Spence (Chief Advisor Transport & Infrastructure)

Date: 01/04/2021

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and/or new areas agreed, the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sunday to Thursday to 8pm and Friday and Saturday to 10pm. Comment on this extension is welcome under this traffic resolution process.

Proposal:

Reference	<ul style="list-style-type: none"> TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking
What we’d like to do	<ul style="list-style-type: none"> Change coupon parking spaces on northern side in Oriental Parade east of Freyberg Carpark to opposite number 222 Oriental Parade to P10hrs metered parking at the fringe metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe parking rates, better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach.
Location – where we propose to make the change	<ul style="list-style-type: none"> Northern side - Oriental Parade Wellington - between Freyberg Carpark to opposite no.222 Oriental Parade.
Impact	<ul style="list-style-type: none"> Convert 84 parking spaces from coupon parking to P10hrs metered parking
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing, the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

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

Traffic Resolution Plan: TR72-21 Oriental Parade, Oriental Bay – Convert Coupon Parking to P10hrs metered parking



We are proposing a change in your area



Legal Description:

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, following the kerbline 342.5 metres east of its intersection with Herd Street (Grid Coordinates X=2,659,613.439627 m, Y=5,989,030.810441 m) and extending in a north-easterly direction for 235.4 metres (46 Angle parking spaces & 15 parallel parking spaces)</i>
Oriental Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 612.5 metres northeast of its intersection with Herd Street (Grid coordinates x= 1749591.3 m, y= 5427319.1 m), and extending in an easterly direction following the northern kerbline for 74.6 metres (23 angle parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	01/04/2021	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we’d like to do	<ul style="list-style-type: none"> Change P120 parking spaces in Glasgow Street to P10hrs metered parking at the fringe metered rate. Hours of operation would be Saturday to Thursday 8am-8pm and Fri 8am-10pm
Why we are proposing the change	<ul style="list-style-type: none"> The Council’s position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. Kelburn has a number of P120 time restricted spaces around the area of the University which are utilised mostly by students. The proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Location – where we propose to make the change	<ul style="list-style-type: none"> Glasgow Street, Kelburn – between no.9 and no.50
Impact	<ul style="list-style-type: none"> Net parking impact – Conversion of 29, P120 designated marked parking spaces to P10hrs metered parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.</p>
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 11,055. • To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. 2. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. 3. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule


Column One	Column Two	Column Three
Glasgow Street	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 11 metres south of its intersection with Rawhiti Terrace and extending in a southerly direction following the eastern kerbline for 193.5 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 8.5 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 22.5 metres. (4 Parallel parking spaces)</i>
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 39 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 27.3 metres. (5 Parallel parking spaces)</i>
Glasgow Street	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 70.7 metres south of its intersection with Rawhiti Terrace (Grid coordinates X= 1,747,970.00m Y= 5,427,807.3m) and extending in a southerly direction following the eastern kerb line for 122.1 metres. (20 Parallel parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area



Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either increasing parking fees, extending meter operating hours, creating new metered areas, or none of these.

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we’d like to do	<ul style="list-style-type: none"> Change P120 parking spaces Salamanca Road to P10hrs metered parking at the fringe metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> Kelburn has a number of P120 time restricted spaces around the area of the University which are utilized mostly by students. The proposed metered parking at fringe parking rates, better reflects the value of all-day parking offered by private car parks in the city. We propose to convert those spaces to Paid meter parking at fringe rates. Hours of operation will be Sat-Thu 8am-6pm and Fri 8am-8pm
Location – where we propose to make the change	<ul style="list-style-type: none"> Salamanca Road, Kelburn – North eastern kerbline outside no.101 Salamanca Road to no.65 Salamanca Road (Club Kelburn)
Impact	<ul style="list-style-type: none"> Conversion of 24x P120 metered parking spaces to P10hrs metered parking spaces. Five resident’s parking spaces (4x existing on-site, 1x additional)
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

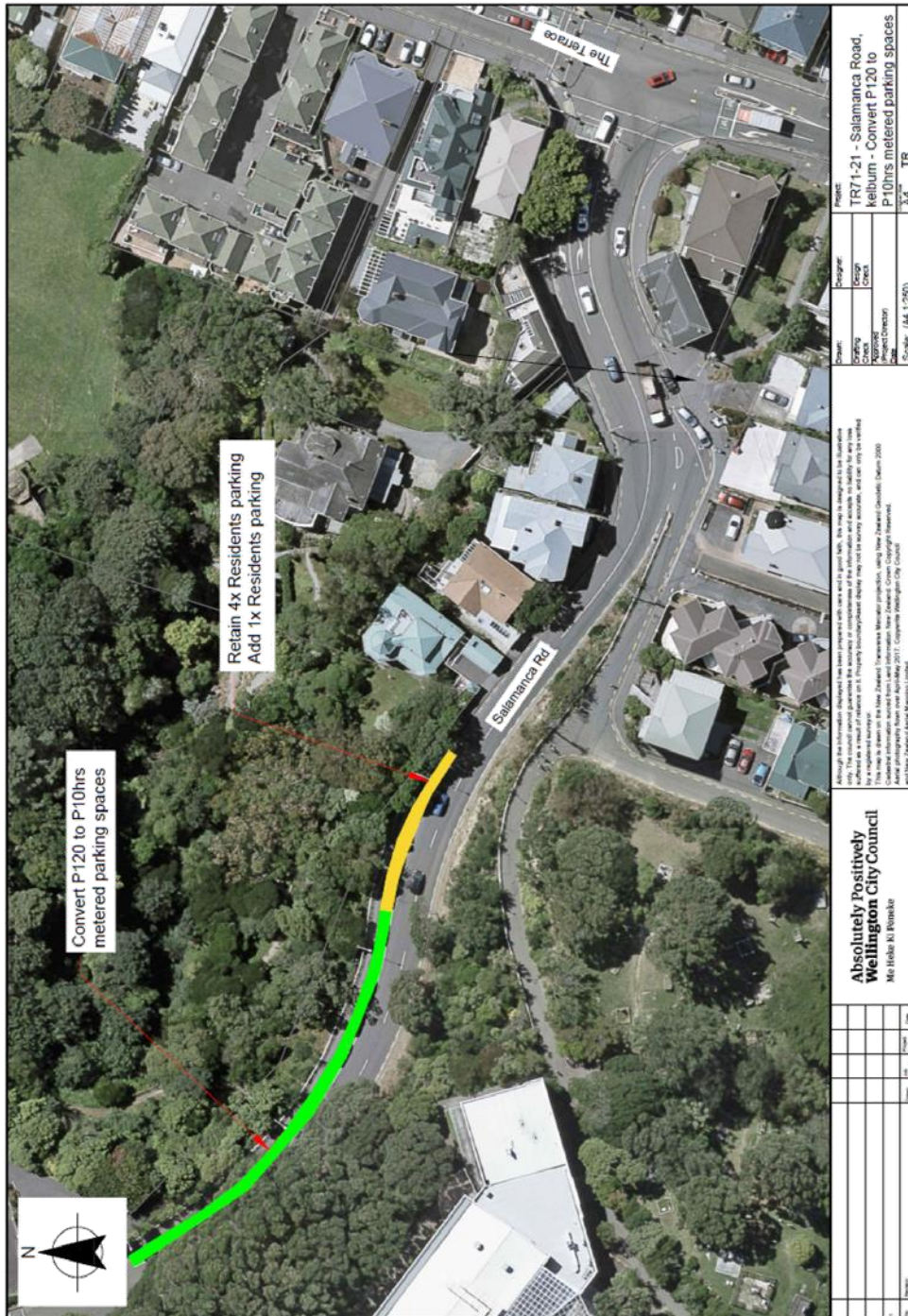
	<p>Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the city parking amenities, road resurfacing, signs and marks thereby reducing the rate funding requirement for transport projects.</p> <ul style="list-style-type: none"> • Carparks are being permanently removed to allow for the provision of walkways, cycleways and priority bus lanes which contribute to the council goal of making the city mor accessible. While the number of parks is reducing the demand, and cost of maintaining the services is increasing.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 11,055. • To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. • What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. 2. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. 3. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Traffic Resolution Plan: TR74-21 Salamanca Road, Kelburn – Convert P120 to P10hrs metered Parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 152 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 63 metres.</i>
Salamanca Road	<i>P120, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 248 metres west of its intersection with The Terrace and extending in a westerly direction following the northern kerbline for 79 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 151.7 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a westerly direction following the northern kerbline for 73.8 metres (12 carparks)</i>
Salamanca Road	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>North side, commencing 245.3 metres west of its intersection with The Terrace (grid coordinates x= 1,748,377.7651 m, y= 5,427,678.0254 m), and extending in a northerly direction following the eastern kerbline for 73.7 metres. (12 carparks)</i>

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Salamanca Road	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 126.5 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 30 metres.</i>

We are proposing a change in your area


Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Salamanca Road</i>	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 122.7 metres west of its intersection with the Terrace and extending in a westerly direction following the northern kerbline for 29 metres (5 carparks)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area



Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either decide to do all of increasing fees, extending meter operating hours, creating new metered areas, or none of these.

Proposal:

Reference	<ul style="list-style-type: none"> TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking
What we’d like to do	<ul style="list-style-type: none"> Change P120 parking spaces in Kelburn Parade to P10hrs metered parking at the fringe metered rate Hours of operation would be Sun-Thu 8am-6pm and Fri 8am-8pm.
Why we are proposing the change	<ul style="list-style-type: none"> The Council’s position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. Kelburn has a number of P120 time restricted spaces around the area of the University which are utilised mostly by students. The proposal to charge for parking better reflects the value of parking, encourages turnover while offering the flexibility to park for longer periods.
Location – where we propose to make the change	<ul style="list-style-type: none"> Kelburn Parade, Kelburn – Eastern and Western sides between no.22 and no.50
Impact	<ul style="list-style-type: none"> Net parking impact – Conversion of 24, P120 designated parking spaces to P10hrs metered parking spaces.
How this relates to the parking policy	<ul style="list-style-type: none"> Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the City’s parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

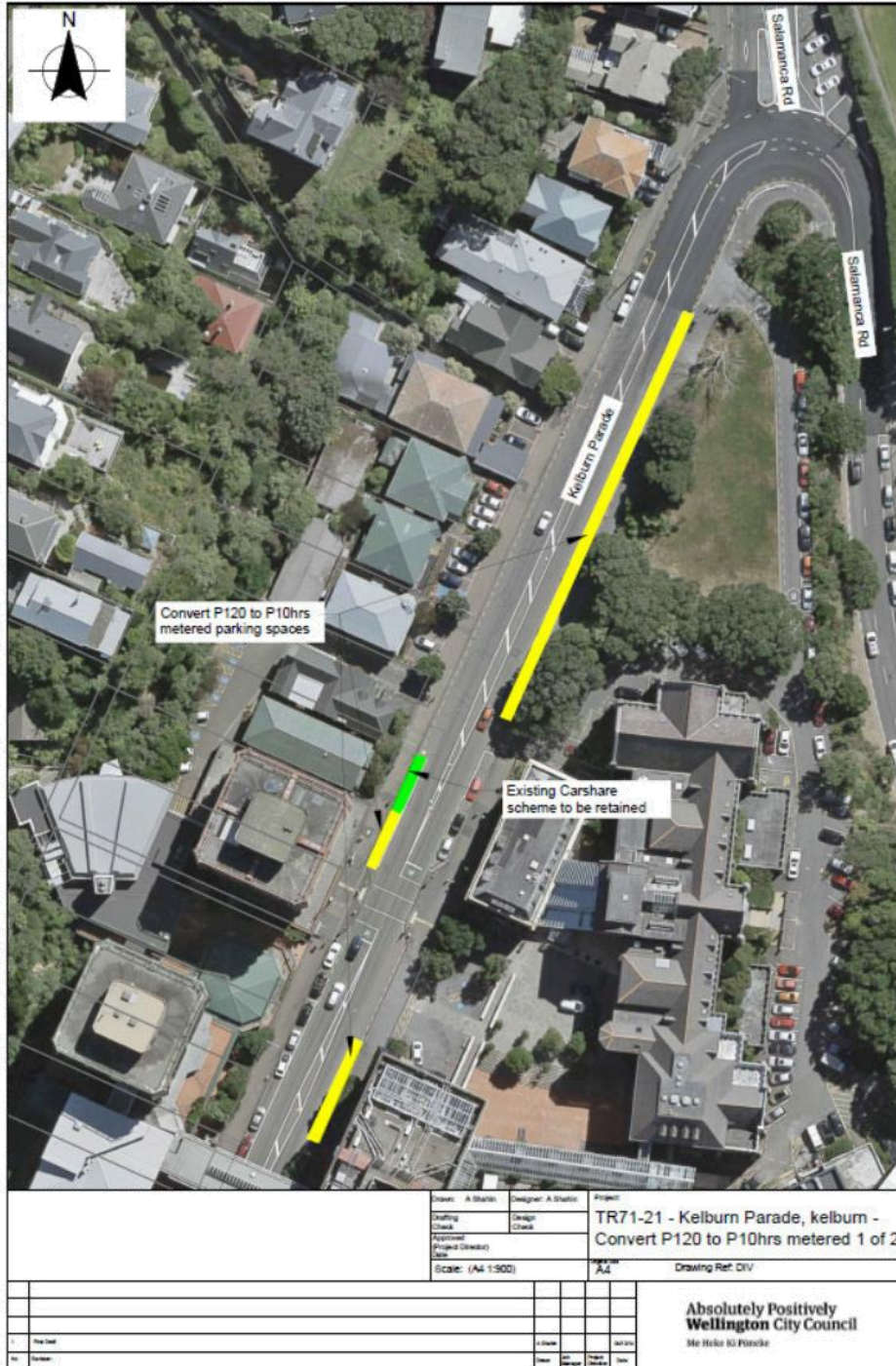
	<ul style="list-style-type: none"> To meet the demand for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the Council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 11,055. To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021.</p> <ul style="list-style-type: none"> What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively Wellington City Council

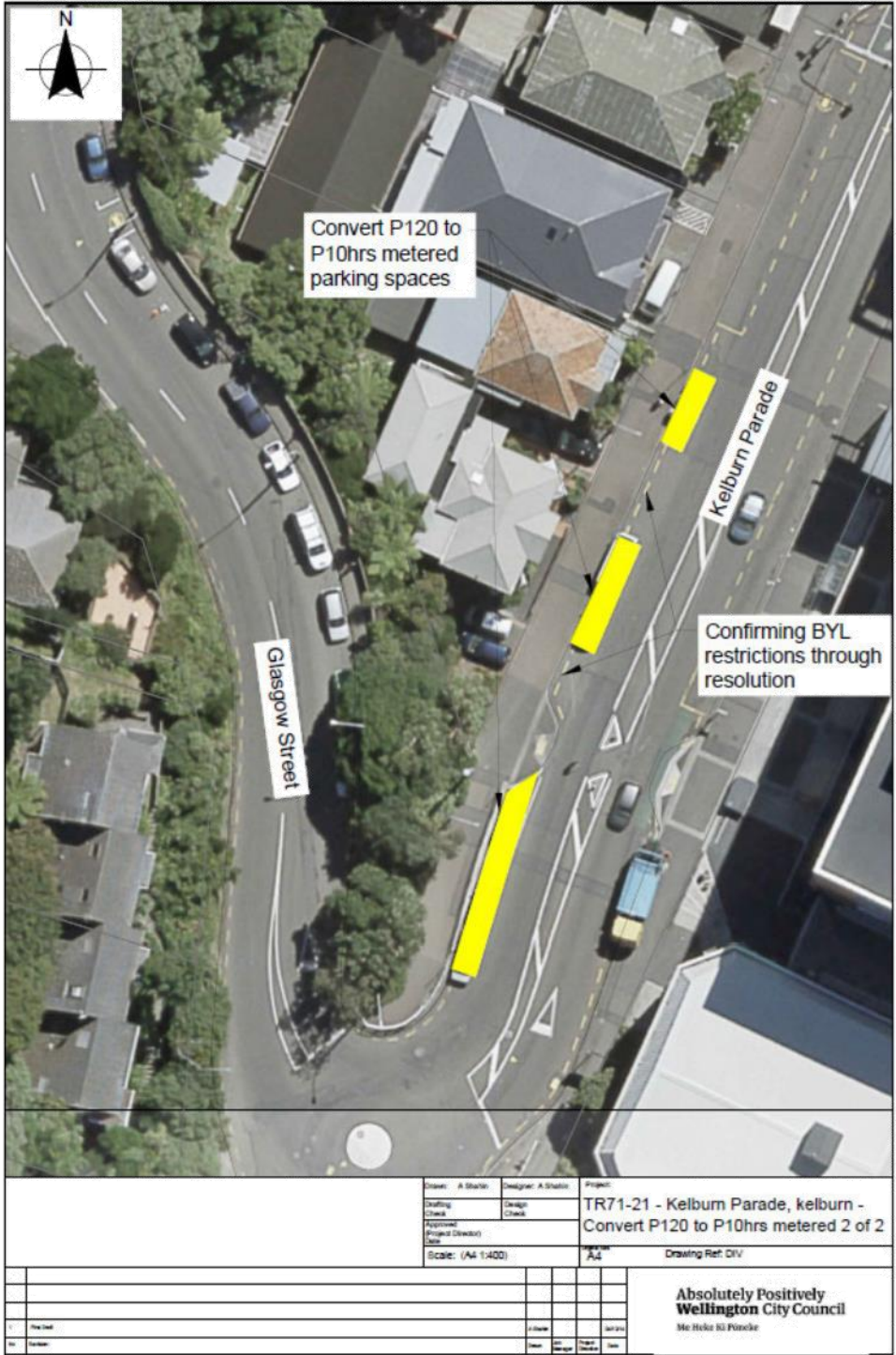
Me Heke Ki Pōneke

Traffic Resolution Plan: TR75-21 Kelburn Parade, Kelburn – Convert P120 parking to P10hrs metered parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction for 28 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 143.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>west side commencing 282.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 42.5 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>east side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 meters.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates $x = 1748139.3$ m, $y = 5427897.0$ m) and extending in a southerly direction for 20 metres</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates $X = 1748132.9$ m $Y = 5427909.7$ m) and extending in a southerly direction for 22 metres.</i>
Kelburn Parade	<i>P120, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 5.5 meters.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side, commencing 139.5 metres North of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19.7 metres (3 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 141.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 metres (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>East side commencing 56 metres from its intersection with Salamanca Road and extending in a southerly direction for 80 metres (13 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 266 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 6 metres (1 Parallel parking space)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>West side commencing 280 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 10 metres (2 Parallel parking spaces)</i>
Kelburn Parade	<i>Metered parking, P10hrs maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm..</i>	<i>West side commencing 292.7 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 15.5 metres (3 Parallel parking spaces)</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>west side commencing 272 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 8 metres.</i>
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>West side commencing 290 metres from its intersection with Salamanca Road (Grid Coordinates X=1,748,131.7 m, Y=5,427,594.2499 5,427,900.5 m) and extending in a southerly direction for 7 metres</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 17.0 meters.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Car share, at all times</i>	<i>West side commencing 124.7 metres from its intersection with Salamanca Road and extending in a southerly direction following the western kerbline for 11.0 meters.</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Advisor Transport & Infrastructure)
Date:	01/04/2021	

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Kia ora,

You are receiving this leaflet as **we would like to inform you of a proposed change** we are making in or around your neighbourhood/place of business.

The Council is consulting on increasing parking fees through the Long-Term Plan process. Part of this process is to look at new areas where fees can be applied. To ensure that the Council can make a timely decision on increasing parking fees and areas where these would apply, we need to comply with our traffic bylaw. This requires a traffic resolution to be drafted to increase the fees and create new areas, and for the traffic resolution to be publicly notified. The public are then able to make comments on the resolution, and at the Council’s discretion make oral submissions.

The Strategy and Policy Committee will be receiving any submissions on this traffic resolution and making a recommendation to the Council on whether or not to adopt the traffic resolution. The Council will then consider the public input from the traffic resolution process, and the long-term plan consultation before finally determining whether to increase parking fees and new areas where these might apply. If fees are increased and or new areas agreed the traffic resolution will then be passed by Council, if not it will lapse. The Council may decide to amend the level of fee increase or the areas to be adopted in the report as part of those deliberations.

The traffic resolution also extends meter operating hours Sun-Thu to 8pm and Fri-Sat to 10pm. Comment on this extension is welcome under this traffic resolution process. The Council may either decide to do all of increasing fees, extending meter operating hours, creating new metered areas, or none of these.

Proposal:

Reference	<ul style="list-style-type: none"> TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking
What we’d like to do	<ul style="list-style-type: none"> Change coupon parking spaces on south side of Hill Street, Thorndon from Molesworth Street to Guildford Terrace to P120 metered parking at the hourly Central Business District (CBD) metered rate.
Why we are proposing the change	<ul style="list-style-type: none"> These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on street parking carparks in the CBD.
Location – where we propose to make the change	<ul style="list-style-type: none"> South Side of Hill Street, Thorndon from Molesworth Street to Guildford Terrace.
Impact	<ul style="list-style-type: none"> 24 parking spaces converted from coupon to P120 metered parking.
How this relates to the parking policy	<ul style="list-style-type: none"> Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. Revenue through enforcement and meter charges part funds transport infrastructure costs, including the cost of providing the

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>City's parking amenities, road resurfacing, signs and markings thereby reducing the need for rates funding.</p> <ul style="list-style-type: none"> To meet the demand for road space from different transport modes, carparks are being permanently removed to provide for walkways, cycleways and bus priority lanes. This contributes to the council goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Additional Information	<ul style="list-style-type: none"> To view this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Friday 9 April 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens 9.00am Friday 9 April 2021 and finishes 5.00pm Friday 23 April 2021. What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Oral submissions will take place at the Annual Plan / Long-term Plan Committee meeting on Thursday 6 May 2021. A decision will be made at the Annual Plan / Long-term Plan Committee meeting on Thursday 27 May 2021. If approved, the proposal will be installed between the approval date and 1st July 2021.

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 13.9 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 40.7 metres (7 Parallel parking spaces)</i>
Hill Street	<i>Metered parking, P120 maximum, Saturday to Thursday 8am-6pm, Friday 8am- 8pm.</i>	<i>South side, commencing 54.6 metres west of its intersection with Molesworth Street (Grid coordinates x= 1,748,878.4 m, y= 5,428,968.1 m), and extending in a westerly direction following the southern kerbline for 102.3 metres (17 Parallel parking spaces)</i>

Prepared By:	Melanie Goodger	(Commercial Operations T/L Parking Services)
	Amin Shahin	(T/L Transport Engineering)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	01/04/2021	

LONG-TERM PLAN HEARINGS

Purpose

1. This report asks the Annual Plan/Long-term Plan Committee to recognise the speakers who will be speaking to their submissions regarding the 2021-2031 Long-term Plan.

Recommendations

That the Annual Plan/Long-Term Plan Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Background

2. On 4 March 2021 the Annual Plan/Long-term Plan Committee approved the proposed draft consultation document for community consultation using the Special Consultative Procedure (section 83 of Local Government Act 2002).
3. Wellington City Council has been consulting on the city's 10-year plan proposals from 6 April 2021. The consultation will end on 10 May 2021.
4. Submitters who indicated that they wished to speak at oral hearings have been scheduled to speak to elected members during a three-week period in May 2021.

Discussion

5. Attachment 1 comprises the submissions of confirmed submitters who have indicated they wish to speak to their submissions in this meeting of the Annual Plan/Long-term Plan Committee.

Next Actions

6. Following Long-term Plan oral hearings and forums, elected members will deliberate on the information received from these hearings and all other submissions on 27 May 2021. The committee will recommend the final Long-term Plan document to Council for adoption on 30 June 2021.

Attachments

Oral submitters' written submissions

Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

Climate Change impact and considerations

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

Communications Plan

Not applicable

Health and Safety Impact considered

Participants are able to address the committee either in person or via virtual meeting. Democracy Services staff have offered full assistance to submitters in case of any unfamiliarity with using Zoom.

Tō mātou mahere ngahuru tau

Our 10-year plan

Oral submissions for 6 May 2021





Respondent No: 15

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

Q1. Full name:	Erica Mangin
[Redacted]	[Redacted]
Q3. Are you making this submission as an individual or on behalf of an organisation?	Individual
Q4. What organisation are you submitting on behalf of?	not answered
Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?	Yes
Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?	Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
Q7. Oral forum time	not answered
Q8. Oral hearing time	Evening
Q9. Which of these options do you prefer? (3 waters decision)	Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
Q10. Which of these options do you prefer? (Wastewater laterals decision)	Option 2. Take ownership (Council's preferred option, \$32m investment).
Q11. Which of these options do you prefer? (Cycleways decision)	Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
Q12. Which of these options do you prefer? (Te Atakura Funding decision)	Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
Q13. Which of these options do you prefer? (Civic Precinct decision)	None of these options.
Q14. Which of these options do you prefer? (Central Library decision)	Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
Q15. Which of these options do you prefer?(Sewage sludge and waste decision)	Don't know.

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways
Central Library
Te Ngākau funding for future work

Q17. Your comments on the big decisions (optional)

I am really concerned about the lack of progress that this Council has made regarding cycleways. It has taken years to do basically one route (which is not yet finished) around the Bays. I think if we continue to push the building of cycleways further down the track we will be years behind where we need to be. We should be following overseas examples like Seville, Paris, London who are rolling out a network of cycleways fast to encourage people to leave their cars at home. The key word being 'network'. The current council approach to consult and then sit around for several years and do nothing for essentially each individual cycle route is not working. I also don't think we should sit around and hope LGWM does the work (because it isn't). The key routes that Council should be focussing on are from Island Bay into the city, Newtown/Berhampore connections, and a route from Karori. Even in the last year or two cycling numbers have increased so much. The Adelaide bus lane is becoming a default cycle lane because usually there are so many cyclists there is no point in the bus trying to weave in and out between them and so just sticks in the car lane. This is only going to become more of an issue over time, not less. Cycleways are infrastructure that will last over several generations and therefore should be funded in part by debt, so that all the generations that benefit contribute to the cost (debt is not a bad thing in local government, it is user-pays and should be used appropriately). Stop adhering to a self-imposed debt limit when the interest rates are good and investment is needed. I will also add that all councillors and council should be reminded that paint is not protection. More accidents will occur (I was doored on my way home from work just the other day) and more fatalities. This is a health and safety issue and should be treated with the utmost urgency. I also want to say that if a council that has declared a climate emergency does not actively move to build more cycleways then I really hate to use the term, but that to me is clear virtue signalling. This is one of the key things that would get people out of cars (just see the popularity of the Bicycle Junction cargo bike trial for families) and to sit on our hands and put off for at least another 3 years is not good enough. Be bold! Cycleways benefit everyone - the drivers that don't like having to constantly overtake bikes, the health system (riding bikes is good for you), the cyclists (who are less likely to be killed or maimed), families that can bike safely to and from school. With regards to the library - everyone wants it done - get it done. I can't believe we're even discussing putting it off for several years. With regards to Te Ngākau Civic Square. I think demolish the gross pink council building but keep the Municipal building (the art deco looking one). This is a heritage building and used to have a beautiful facade with a garden out front - connecting to the city. I think we should try and recreate this. We also need a far better connect from civic square to the waterfront. Maybe a cut and cover so the road can go below for part of the way along Customhouse Quay. Understand that wouldn't happen for some time but at least think about that in your plans.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I somewhat support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered



Respondent No: 21

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Full name: Nick Sceats
[Redacted] [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer? Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time not answered
- Q8. Oral hearing time Morning
- Q9. Which of these options do you prefer? (3 waters decision) Option 3. Accelerated (\$3.3bn investment – higher rates and debt).
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. Which of these options do you prefer? (Cycleways decision) Option 2. Medium investment programme (\$39m capital investment, lower debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Don't know.
- Q14. Which of these options do you prefer? (Central Library decision) Option3. Strengthen now by increasing rates further (additional 1.79% rates increase).
- Q15. Which of these options do you prefer?(Sewage sludge and waste decision) Don't know.

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways
Central Library

Q17. Your comments on the big decisions(optional)

My specific desire is for greater investment in providing skateboarding facilities in Wellington. Currently, thousands of dollars are spent preventing skaters from using benches and rails etc for skating rather than allowing for investments in things that do allow skaters to skate. Skaters end up feeling marginalised in the city. Skating is an activity that builds on the five ways of well-being as promoted by the Mental Health Foundation. It teaches resilience and perseverance in a world that increasingly demands this of young people (spend 15 minutes watching a skater practice, fail, practice, fail until they succeed at landing a trick)! It demands problem solving and creativity (things employers want most in young people) -far more so than the traditional rule-bound sports where we are happy to invest millions of dollars in via the upkeep of soccer and rugby fields and netball courts. Skateboarders deserve a slice of the investment in sport and recreation allocation rather than to feel like a marginalised part of the community being chased and hounded away from being able to indulge their passion. Cities such as Madrid and Barcelona, Berlin and San Francisco embrace skateboarders and relate to them as a vibrant part of the city. Let's do the same and show skaters that they are valued and part of the wider community of this great city

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I strongly support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

not answered



Respondent No: 25

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Full name: Martin Krafft
[Redacted] [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?
Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)
Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time Morning
- Q8. Oral hearing time Morning
- Q9. Which of these options do you prefer? (3 waters decision) Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. Which of these options do you prefer? (Cycleways decision) Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. Which of these options do you prefer? (Central Library decision) Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. Which of these options do you prefer?(Sewage sludge and waste decision) Option 3. Sludge minimisation through Council funding (\$147m to \$208m capital investment, above debt limit, and higher rates)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below not answered

Q17. Your comments on the big decisions(optional)

I am baffled how a long-term plan for a city does not include any mention of public transport. You want to electrify the fleet of individual transport vehicles (which replace oil usage by resources needed for batteries, and the difficulty of recycling those), and defer to the regional council on public transport. That is asking for failure. You need to take the lead and present an integrated plan to move this city into the future. It's nice to have cycleways, but they won't help reduce congestion, nor return the space currently wasted on cars to the people, and make our city more livable.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan) not answered

Q19. Do you support the proposed budget? I strongly oppose the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend? I support keeping the budget the same but with some changes.

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

I am baffled how a long-term plan for a city does not include any mention of public transport. You want to electrify the fleet of individual transport vehicles (which replace oil usage by resources needed for batteries, and the difficulty of recycling those), and defer to the regional council on public transport. That is asking for failure. You need to take the lead and present an integrated plan to move this city into the future. It's nice to have cycleways, but they won't help reduce congestion, nor return the space currently wasted on cars to the people, and make our city more livable.



Respondent No: 106

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Full name:** Jason Woodroofe
[Redacted] [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 3. Accelerated (\$3.3bn investment – higher rates and debt).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 3: High investment programme (\$120m capital investment - Council's preferred option)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** Option3. Strengthen now by increasing rates further (additional 1.79% rates increase).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

None of these

Q17. **Your comments on the big decisions(optional)**

not answered

Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

not answered

Q19. **Do you support the proposed budget?**

I somewhat support the proposed budget.

Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

not answered

Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

I would like to express my support for the WCC to enact the findings found in the Skate Community Engagement Survey. The WCC has an obligation to the Wellington skateboarding community that this survey shows is currently not being met. Tangible action needs to be taken by councilors in order for Wellington city to keep pace with the rate of progression that is happening across New Zealand Skateboarding. WCC should invest in facilities that are co-designed with the skateboarding community and wider skate experts within NZ. There is a large pool of skate construction companies in NZ (e.g. Premium Skate Park Designs and Acid Construction) and their work has already seen the sport grow rapidly, particularly in Auckland and the upper North Island. Wellington's facilities are far below the standard of these new purpose built parks, and do little to consider the impact that weather has on the sport in Wellington. If Wellington wishes to remain the progressive and inclusive city that it's image suggests, the council should act fast to support sports like skateboarding, which have always been at the forefront of youth culture. The current skate parks that Wellington has are far behind the progression of the sport. Waitangi park (apart from the bowl) is renown within the NZ skate community as one of the worst parks in the country. In contrast, tree tops and the hospital DIY park are both funded and constructed by skaters. These parks are not amazing, but the fact that they are some of the best in the region shows the lack of engagement WCC has had with the skate community over the last decade. This trend is simply not good enough, especially when considering that Wellington city reaps the rewards from major skate events such as Bowlzilla. The lack of support for the sport and yet the desire for events like this to continue show the lack of cohesion in a policy for skateboarding in Wellington.



Respondent No: 117

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Full name: Matthew James Sole
- [Redacted] [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer? Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time not answered
- Q8. Oral hearing time Evening
- Q9. Which of these options do you prefer? (3 waters decision) Don't know.
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Don't know.
- Q11. Which of these options do you prefer? (Cycleways decision) Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 2. Medium investment with savings (\$25.4m investment, lower rates and debt).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. Which of these options do you prefer? (Central Library decision) None of these options.
- Q15. Which of these options do you prefer?(Sewage sludge and waste decision) Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways

Q17. Your comments on the big decisions(optional)

Considering skateboarding is one of the fastest growing sports in nz and now involved in the olympics, I would like to see small aspects of these cycle ways dedicated to our community. We don't need expensive skateparks, we just would like to be kept in mind when design decisions are made. People love to stop and watch what we are doing, and we live it when they do so. Skateboarding is the most inclusive movement I've ever been a part of, race, age, skill..., not important to us. The growth of this sport is a much needed integration into society, the more places we have to go, the happier we will be. We don't need ridiculous amounts of money spent on us, we just want to be kept in mind.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

Neutral.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

I support increasing spend in the current budget.

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

See a few pages back for my input

Kōrero mai mō te mahere 10-tau Have your say on our 10-Year Plan

All submissions must be received by **midnight Monday 10 May 2021**.

You don't have to give feedback on every decision – just choose the ones you're interested in. You can only submit once. You can include supporting information along with your submission.

Before you start, read about our priorities and projects in our consultation document. There are copies available at your local library and our Service Centre at 12 Manners Street, or visit wgtn.cc/ltp.

Why we're collecting this information

Your feedback matters. This plan is about the future of Wellington and it affects everyone who lives and works here. That's why we want to hear from as many people as possible. Your views will inform the next steps we take.

Privacy statement

All submissions (including names and contact details) are provided in their entirety to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website.

Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation.

All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

Full name: <u>ALISON VICTORIA ROBINS</u>			
Are you making this submission as an individual or on behalf of an organisation?			
Individual <input checked="" type="checkbox"/>	Organisation:		
What is your connection to Wellington? (tick all that apply)			
I am a Wellington City Council ratepayer	I live in Wellington <input checked="" type="checkbox"/>	I work in Wellington <input checked="" type="checkbox"/>	
I own a business in Wellington	I study in Wellington	I am a visitor to Wellington	
Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?			
Yes <input checked="" type="checkbox"/>	No		
If yes – We are offering two ways of speaking to Councillors about your submission. (Please tick which option(s) you would prefer?)			
Oral forum (informal, 60min facilitated table discussion with 2 to 3 Councillors and other submitters)	Morning	Afternoon	Evening
Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)	Morning <input checked="" type="checkbox"/>	Afternoon <input checked="" type="checkbox"/>	Evening <input checked="" type="checkbox"/>



Our seven big decisions

The next seven questions relate to the big decisions for the 10-year plan.

- **Decision 1:** Increasing spending on the three waters network to fix the pipes
- **Decision 2:** Taking responsibility for the ownership of wastewater laterals
- **Decision 3:** Increased investment in cycleways
- **Decision 4:** Implementing our Te Atakura, First to Zero action plan
- **Decision 5:** Choosing a plan for earthquake-prone Council Office buildings
- **Decision 6:** Funding the Central Library strengthening and upgrade
- **Decision 7:** Choosing a plan for sludge minimisation

Detailed information on these decisions are on pages 20 to 47 of the Consultation Document.

Question 8 in this submission form is a place for you to comment or provide any other feedback on the decisions.

You are also able to attach further information to your submission at the end of this form.

1. Investment in three waters infrastructure

There are three different levels of investment in the three waters network to consider. Our preferred level of investment is the **Enhanced** option, which focuses on improving the condition and reliability of the network in an affordable and sustainable way.

Problems with pipes have been a long time in the making, and we cannot fix everything at once. The Enhanced option represents a \$2.4b investment in our three waters network and is the middle-ground option that we are confident of being able to deliver in this plan. We will be able to review the level of investment in our next Long-term Plan review in 2024, when we will have more information on the network.

A summary of the proposed investment in in the three waters network is on pages 22 - 26 of the Consultation Document.

Which of these options do you prefer?

Enhanced (\$2.4b Council's preferred option)	Maintain (\$2.0b investment - lower rates and debt)	Accelerated (\$3.3b investment - higher rates and debt) ✓	None of these options	Don't know
--	---	---	-----------------------	------------

2. Wastewater laterals

Currently residents are responsible for the maintenance of the pipes connecting their property to the wastewater (sewerage) main underneath the road corridor. These are called wastewater laterals.

We propose that the Council takes ownership of the laterals between the property boundary and the sewerage main underneath the road corridor.

A summary of the proposal to take responsibility for wastewater laterals is on pages 28 - 29 of the Consultation Document.

Which of these options do you prefer?

Take ownership (Council's preferred option, \$32m investment) ✓	No change (no change in investment, rates or debt)	Neither of these options	Don't know
---	--	--------------------------	------------

3. Cycleways

Cycleways is an area where we have ambition to seriously lift our game - we'd like to build a network of connected and safe cycleways that allow Wellingtonians to be able to choose cycling as a mode of transport. Our full programme for the network can be viewed at transportprojects.org.nz and if all of the routes were progressed, there would be a \$226m investment across the 10 years of this plan.

Our preferred option is a \$45m or 60 percent increase in funding for cycleways than what was planned in the previous Long-term Plan. It will progress \$120m of the full \$226m programme

We believe the high investment programme option balances the need for increased investment in this area with what is affordable for Council and what we will be able to deliver. It allows time in the programme for robust community engagement and to build capacity in the Council and the sector for the full programme to be eventually delivered.

A summary of the proposed investment to build more cycleways is on pages 30 - 33 of the Consultation Document.

Which of these options do you prefer?

High investment programme (Council's preferred option, \$120m capital investment) ✓	Finish started projects (\$29m capital investment, lower debt and rates)	Medium investment programme (\$39m capital investment, lower debt and rates)
Accelerated full investment programme (\$226m capital investment, higher debt and rates)	None of these options	Don't know

4. Te Atakura First to Zero (Climate Change)

Te Atakura - First to Zero is our response to the climate and ecological emergency we declared in 2019 but it is not yet funded.

Te Atakura is intended to ensure sufficient activity is undertaken in this decade to reduce our emissions. Council can do this by supporting the transport mode-shift projects, as well as encouraging the uptake of electric cars, providing seed funding to leverage businesses and community impact and supporting residents to be motivated to take action.

Our preferred option is to fully fund Te Atakura, which is included in our 5.3 percent average increase across 10 years.

A summary of the proposed investment in Te Atakura - First to Zero Action Plan is on pages 34 - 37 of the Consultation Document.

Which of these options do you prefer?

Fully fund the programme (Council's preferred option, \$29.9m investment) ✓	Medium investment with savings (\$25.4m investment, lower rates and debt)
Low level of funding (\$18.1m investment, lower rates and debt)	None of these options
	Don't know

5. Te Ngākau Civic Precinct - Council office buildings

Te Ngākau Civic Square is the musical, creative and democratic heart of Wellington but it has significant resilience challenges.

While we are still working through finalising the framework for Civic Square, a specific decision is required in this Long-term Plan with respect to the future of the Council office buildings - the Municipal Office Building (MOB) and the Civic Administration Building (CAB).

As the two buildings are connected, and have similar resilience issues, it is important that the future of them is considered together.

Our preferred option is to demolish and rebuild the MOB and CAB buildings in partnership with private investment through a long-term ground lease for the site.

Combining a MOB and CAB development would enhance this opportunity and significantly decrease the need for additional Council borrowing and ratepayer funding to address these impaired buildings.

A summary of the proposed approach to developing of Te Ngākau Civic Square on pages 38 - 41 of the Consultation Document.

Which of these options do you prefer?

Demolish and site developed through long-term lease (Council's preferred option)	Proceed with base build proposal for public purposes (higher debt and rates)
Retain and seek to repurpose (higher debt and rates)	Sell to support development (no debt or rates impact) ✓
	None of these options
	Don't know

6. Fixing the Central Library

Wellington's much-loved Central Library was closed in March 2019 following an engineering assessment saying that the way the floor was designed presented a high level of potential failure in a significant earthquake.

After hearing from Wellingtonians in the 2020 consultation, Council agreed to recommend the high-level remediation option to be part of this plan. This option makes the building resilient to future shocks and supports our ability to deliver an adaptable modern library service, while preserving the buildings heritage. It also allows us to mitigate some climate change impacts in the future.

Now there are choices about how to fund the \$187.4m library remediation project, and when the project should take place.

The preferred option, includes the Council agreeing to temporarily breach its debt limit of 225 percent to ensure the library can be refurbished in the original timeframe and remain in public ownership. Our debt level will remain at 225 percent, and Council has agreed to accept the breach in the first three years of this plan. This breach will be mitigated by any capital underspend being used for the library project rather than on new projects. Our debt level will be back below our limit by year 4 - 2024/25.

A summary of the proposed investment to fund the fixing of the Te Ngākau Civic Square Central Library is on pages 42 - 44 of the Consultation Document.

Which of these options do you prefer?

<input checked="" type="checkbox"/> Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% rates increase)	<input type="checkbox"/> Council to strengthen Central Library later (complete in 2028 instead of 2025, additional 0.83% rates increase)
<input type="checkbox"/> Strengthen now by increasing rates further (additional 1.79% rates increase)	<input type="checkbox"/> None of these options
	<input type="checkbox"/> Don't know

7. Reducing sewage sludge and waste

One of the largest waste categories at the Southern Landfill is wastewater (sewage) sludge. This accounts for about a quarter of the waste that enters the landfill.

Through Te Atakura (our Zero Carbon Plan) and our Regional Waste Minimisation and Management Plan we have formally committed to reducing carbon emissions and reducing waste by a third. Minimising wastewater sludge is a necessary first step to achieving these objectives.

We need to break the link between the Southern Landfill and wastewater sludge and stop pumping sludge across the city, as 2020 highlighted the serious resilience issues and the significant consequences of failure.

Our preferred option is to invest in a sludge minimisation programme through another funding source. This means the project would not be funded by Council, but if it is funded through a Special Purpose Vehicle, a levy of about \$70-\$100 per year will be charged to each ratepayer.

A summary of the proposed investment in sludge and waste minimisation is on pages 45 - 47 of the Consultation Document.

Which of these options do you prefer?

<input type="checkbox"/> Sludge minimisation through alternate funding (Council's preferred option, \$147m-\$208m capital investment funded through a levy, no additional rates increase)	<input type="checkbox"/> No change in current practice (no change to investment, rates or debt)
<input type="checkbox"/> Invest in technology at Southern Landfill (\$86m-\$134m capital investment and higher rates)	<input checked="" type="checkbox"/> Sludge minimisation - through Council funding (\$147m-\$208m capital investment, above debt limit and higher rates)
<input type="checkbox"/> None of these options	<input type="checkbox"/> Don't know

8. Feedback on these decisions

Do you have any comments you would like to provide around why you selected your preferred option to any of these decisions, or why you don't support any of the options we proposed? If yes please indicate what decision/s you wish to provide comment on.

Investment in three waters infrastructure	Wastewater laterals	Cycleways
Te Atakura (climate change)	Central Library	<input checked="" type="checkbox"/> Sludge and waste minimisation
Te Ngākau funding for future work	None of these	

If the space on the next page is not adequate for your comments, please feel free to attach supporting information to the submission. **Please be clear** what decision you are commenting on.

I am keen on Sludge minimisation (option 3 or 4).
 I am very concerned that other waste is currently needed to mix with the sludge. I was told that if other waste was not needed for this purpose - it ^(the waste) could be compacted/minimized.

I would like to see a removal/reduction in the harms that are arising from the transport of waste by trucks through Webb St, Willis St, Brooklyn Rd, Ohio Rd. These harms include:

- inhaling diesel fumes (exhaust systems are not at level 7 COF standard) ^{e.g. in my home.} air quality standards are currently → not enforced
- inhaling particles from uncovered loads ~~not enforced~~ and dusty trucks. During the Easter break, my throat stopped hurting!
- noisy trucks (again, a Certificate of Fitness issue) especially difficult for people who are hard of hearing and visually impaired.
- dangerous trucks are going near: children on footpaths and elderly and disabled on footpaths and who are crossing the road. Also going near bus-stops e.g. the bus-stop on Willis St, (just after the trucks turn left from Webb into Willis.) School children use this bus-stop. At the corner of Webb, turning left into Willis - I have seen the bar of double articulated trucks go over the footpath and children standing there. (Policing issue)

I currently have an open petition on this topic on the WCC website - currently at 34 signatures. Thank you for hosting this petition. analyse data ~~and~~ (e.g. GWRC air quality data)

The Council should not say it is my job to ensure air quality standards, certificate of fitness standards and pedestrian safety - near my and others homes, workplaces, footpaths, etc. ~~and~~. It is your job to ensure we are safe and unharmed. Thank you. PTO for data

Comments

Truck Counts: Date: March 2019 ^{Wairangi} ~~Wairangi~~ ^(breaks)
 Place: ~~Brooklyn Road~~ ^{Brooklyn Road} ~~SMASH~~ (between Bidwill ~~and~~ [←] and Nairn Streets [→])

- Average heavies per day 49
- Average number of rubbish truck type heavies per day 126

Date: June 2016
Place: Brooklyn Road (between Bidwill and Washington Avenue)

- Average heavies per day 80 (driven up by large number of Class 14 vehicles - 18 wheelers, etc).
- Average number of rubbish truck type heavies per day 199
- The information stated that: in March 2019, there were not so many Class 14 trucks.

Data provided by: Tom Williams, Chief Infrastructure Officer, Infrastructure and Delivery, WCC.
 Email dated 13.4.21 to myself, Mt. Cook Mobilise and Councillor Pannett

9. Proposed 10-year budget (see page 10 for details)

Our draft budget, has an average rates increase for the average ratepayer of 5.3 percent after growth across the 10 years of the plan. We also propose setting a limit on how much we can raise from general rates - \$465m for each year across the first 3 years of the plan and, \$630m each year across years four to ten.

The first year of the plan has a rates increase of 13.5 percent (after growth) and there is an average of 9.9 percent (after growth) over the first three years. This is higher than previous plans because of the **key challenges** faced by the city including infrastructure, housing, earthquake strengthening and and COVID-19 impacts.. Therefore, we now require a step up in the level of rates we charge. Details of the key challenges are on pages 20 - 47 of the **Consultation Document**.

Our proposed budget also represents our highest ever level of capital investment in Wellington. It addresses the need for increased investment in our three waters infrastructure and transport network and seismic strengthening of key buildings, along with making progress against all our other priority community objectives.

Our debt levels for this plan, including the value of uninsured assets, range from 134 percent to 239 percent of our annual income. Our proposed limit is 225 percent.

We think this is a sensible limit on our borrowing to ensure that the impact on affordability of rates is maintained and leaves enough 'headroom' to ensure we can repay our debt, and respond to expected but unfunded and unexpected future events and opportunities.

Do you support the proposed 10-year budget?

<input checked="" type="checkbox"/> I strongly support the proposed budget	I somewhat support the proposed budget	Neutral
I somewhat oppose the proposed budget	I strongly oppose the proposed budget	Don't know

If you stated in Question 9 that you are neutral or do not support the proposed budget.

Do you support increasing or decreasing spend?

I support increasing spend in the current budget	I support decreasing spend in the current budget	I support keeping the budget the same but with some changes	Don't know
--	--	---	------------

10. Any other feedback on what is proposed for the 10-year Plan

Future decisions

The Consultation Document also signals other decisions that are coming up in the time of this plan, but that we do not have enough information on at this stage for a detailed consultation.

Other projects

We also have many other services and projects detailed in our Statements of Service Provision.

Council Fees and charges

We have also made changes to some of our fees and user charges. More information on these are available on our website wgtn.cc/ltp and available at our libraries and service centre.

Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

When WCC analyses and develops policy options, could it please include the minimisation, eradication and avoidance of ~~trans~~ harms from the transport of waste and other transport, as an important criteria for analysis.

This would bring this local body more into line with the objectives of the central government, through the ^{work of the} department and agencies that serve the transport sector, and the health sector.



Respondent No: 178

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. Full name: Jill Ford
[REDACTED] [REDACTED]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer? Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time not answered
- Q8. Oral hearing time Afternoon
- Q9. Which of these options do you prefer? (3 waters decision) Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. Which of these options do you prefer? (Cycleways decision) Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 2. Medium investment with savings (\$25.4m investment, lower rates and debt).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. Which of these options do you prefer? (Central Library decision) None of these options.
- Q15. Which of these options do you prefer? (Sewage sludge and waste decision) Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Investment in three waters infrastructure
Cycleways
Te Atakura (climate change)
Central Library

Q17. Your comments on the big decisions(optional)

1. Water -many cities and towns in NZ meter water and charge for supply, in Kapiti since water was metered there has been over a 20% decrease in water usage. When things are free they aren't valued, and its pretty obvious we waste a lot of water, which then puts more water into sewage, storm water etc. By having some user charges would mean a lower rates increase. WCC charges for rubbish so why not water supply. 2. Central library - why do we need such a big library in centre of city. Ask first what are the services people want, how often and where. Digital books are growing, lower income people may well make far more use of suburban libraries than the central library. There is also a growing digital divide with many lower income people not having good / if any internet so these services should take preference over reference books that can be archived. Why not make it smaller (Christchurch City library is a good example). And expand some of the suburban libraries. The office space should be sold - people want the services of a library in a pleasant space, why then have office space owned by the council. When trends are that more people will work from home and less office space will be required in the CBD. 3. Te Atakura and Cycleways - given our biggest emissions are transport - cycleways (and better infrastructure for PT , ie more bus lanes) are hugely impt as a way to reduce our carbon emissions. The most densely populated part of Wgtn is southern and eastern suburbs. Many people from Island Bay and Kilbirnie drive through Newtown and the biggest employer is the Hospital. There needs to be an integrated network of cycle lanes from all parts of the city and through the CBD. So its crucial that we don't wait any longer for LGWM, for 5 years they and WCC have consulted and in 10 years we have 16km of new cycleways. There is no point 'upgrading' Island Bay cycleway if it goes nowhere. Its OK as is, what's MORE impt is that it goes via Newtown into the CBD. Also missing are routes from Karori, Northland, Aro Valley, Khandallah. Without an integrated network of cycle lanes you wont achieve Zero carbon. NOR will you achieve a compact, accessible city taht is environmentally sustainable. 4. Sludge - having an alternative means of treating sludge is vital to reduce carbon emissions and enable organic composting which will then reduce the amount of waste in the landfill (on average 30% of landfill is organic) which will save us building a new landfill. In Christchurch (who have had organic composting for 12 years)- Sludge is treated at The Waste Water Treatment Plant. They have anaerobic digesters that generate methane, which is then used to dry the material to create bio solids. These go to Living Earth. For the kitchen waste, it is a cost to ChCh Council to compost kitchen and garden waste at the organics plant. However, this is significantly cheaper than sending it to landfill. Also, when the material is composted, the carbon dioxide generated, is offset by the application of compost, as opposed to the methane gas generated from landfilling it, which would result in the much greater impact on emissions/climate change to boot.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I somewhat oppose the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

I support decreasing spend in the current budget.

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

No where in any of this is there consideration of cutting costs or having more user pays; 1. Staffing there seems to be unnecessary bureaucracy (as anyone who needs resource consent can tell you), staff seem to have jobs for life, why does the WCC need to run pools or sports centres, they can often be run more efficiently by commercial operators. When ever I go to the Pools or ASB centre there is a lot of staff doing very little. Contractors - road projects seem to take huge amount of time and when you go past sites you see why, invariably a significant % of the workers are doing nothing. More users charges - it costs to use a pool, or sports venue, go to the Zoo BUT nothing to go to the art gallery, Wgtn Museum, WHY? Why is TePapa free, in just about every other country it costs to go in a museum or Art gallery. Even in the UK (the only other country they are 'free', you have to pay for a plan of the place, the Nelson Museum isn't free, neither is the Otago Settlers Museum nor Auckland Museum. Parking fees - there is a huge amount of free parking in Wgtn, with very limited residents parking and what there is is VERY cheap. There needs to be far more residents only parking and an increase in fees. In many suburbs, eg Karori, Island Bay, Miramar, Strathmore a large % of homes have off street parking but its free and 'easier' to park on the road. Meaning cycle lanes arent put in, and council gets no income from people using roads to store their private property.



Respondent No: 184

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. Full name: Karen Ann Lippiatt
[REDACTED] [REDACTED]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer? Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time not answered
- Q8. Oral hearing time Evening
- Q9. Which of these options do you prefer? (3 waters decision) Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. Which of these options do you prefer? (Cycleways decision) Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 2. Medium investment with savings (\$25.4m investment, lower rates and debt).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. Which of these options do you prefer? (Central Library decision) Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. Which of these options do you prefer? (Sewage sludge and waste decision) Option 3. Sludge minimisation through Council funding (\$147m to \$208m capital investment, above debt limit, and higher rates)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways

Q17. Your comments on the big decisions(optional)

Do the full cycleway option-take the money required from the Three waters as the variation in cost between the three waters options 1 & 2 is 10 times the difference between the cycleway options 2 & 3 I want to see the very last cycle route on the list happen; around the Miramar peninsula to Lyall Bay & Owhiro Bay This is still projected to take 10 years, s,o for the planet, we need to get started on making active transport a real option The council should be encouraging this work - if it's known there's work there for a significant few years, people will set up companies to do it, I expect.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I somewhat support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

Make public transport free for youth and community services card holders



Respondent No: 186

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Full name: James Barber
[Redacted] [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q6. If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer? Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. Oral forum time not answered
- Q8. Oral hearing time Afternoon
- Q9. Which of these options do you prefer? (3 waters decision) Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. Which of these options do you prefer? (Wastewater laterals decision) Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. Which of these options do you prefer? (Cycleways decision) Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. Which of these options do you prefer? (Te Atakura Funding decision) Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. Which of these options do you prefer? (Civic Precinct decision) Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. Which of these options do you prefer? (Central Library decision) Option 1. Strengthen now by temporarily exceeding debt limit (Council's preferred option, additional 0.79% to rates).
- Q15. Which of these options do you prefer?(Sewage sludge and waste decision) Option 3. Sludge minimisation through Council funding (\$147m to \$208m capital investment, above debt limit, and higher rates)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Investment in three waters infrastructure
Cycleways
Te Atakura (climate change)
Central Library
Sludge and waste minimisation

Q17. Your comments on the big decisions (optional)

The council needs to be prepared to borrow substantially more. We are in quite exceptional circumstances at the moment and not doing things properly could have severe consequences for the future. Many other councils are increasing borrowing and this should be no different. The council should substantially increase borrowing to fund the projects identified and to keep rates rises to a minimum. My understanding of the sludge situation is that by added an extra charge we are calling on people to pay for an essential service. This should be completely council funded and not involve extra charges. IT should be paid for by an increase in borrowing. Yes there will be costs further down the line but these can hopefully be shared more equitably in a time when we haven't just had a economic shock and aren't in the middle of a housing/rental crisis. The funding earmarked for Te Atakura is good but unless it is accompanied by things such as a substantial increase in spending on infrastructure such as cycle lanes then it is pretty tokenistic.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I somewhat support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

Everything possible should be done to avoid user charges on essential services. The borrowing cap needs to be increased, as these are quite exceptional circumstances with many big budget items needing thorough attention.



**Wellington Electricity Lines Limited:
WELLINGTON CITY COUNCIL
(2021-2031 Draft Long-Term Plan)**

To Wellington City Council

Sent via email to: ltip@wcc.govt.nz

FROM: Wellington Electricity Lines Limited
("WELL") PO Box 31049
Lower Hutt 5040

Date 25 April 2021



1 Introduction

- 1.1 Wellington Electricity Lines Limited (WELL) owns and operates electricity distribution network assets within the Wellington Region (Wellington City, the Hutt Valley and Porirua Basin). This key infrastructure has a system length of 4,600km and serves around 165,000 connected customers.
- 1.2 WELL is committed to providing users in the region a safe, efficient yet secure electricity supply infrastructure, which in doing so provides a critical service to local communities including hospitals, schools, public infrastructure, offices and residential dwellings.
- 1.3 WELL provides electricity supply services to Wellington City communities, and hence holds a keen interest in Wellington City Council strategic planning documents that either directly or indirectly impact on their service delivery
- 1.4 Wellington City Council's proposed (draft) 10 Year Plan (2021-2031) represents a strategic document WELL considers has the potential to indirectly influence electricity supply services to local communities.
- 1.5 Whilst there may appear to be little direct relevance to WELL's network utility operations in the primary purpose of the long term plan (such that WELL infrastructure is not publically owned), the environmental context and high-level messaging in which the long term plan directs Council's strategic decisions can have an incidental effect on the effective delivery of WELL services – particularly in lower-level planning documents such as the Wellington City District Plan.
- 1.6 It is in the context of this indirect effect of the long term plan that WELL wish to provide feedback on the document *Tō mātou mahere ngahuru tau: Our 10-Year Plan 2021–2031*.

2 Wellington City Long-term Plan 2021–2031

- 2.1 Wellington City Council (WCC or Council) has notified the Draft Long-term Plan 2021–31, and are currently receiving feedback from the community.
- 2.2 Council's 2021–2031 Long Term Plan (from here on abbreviated as 'LTP') is a high-level strategic document notifying the community how, where and why Council propose to direct financial resources over the next 10 year period.
- 2.3 In particular, the objectives for LTP are framed around Environmental, Social, Cultural and Economic spheres, and set in place the desired outcomes for the City.
- 2.4 WELL fundamentally support the function of long term plans (as a strategic planning and financial transparency tool for growth throughout Wellington City). The primary basis for this support and interest in providing this feedback is that such high-level planning documents can assist in guiding the strategic direction and decision making process for WELL's network assets; particularly in the key areas of resilience, and providing suitable levels of service to satisfy urban growth.



- 2.5 WELL’s recognition of Council’s strategic documents is evident by not only this LTP submission, but also on a number of preceding submissions WELL have made to the City’s Urban Growth Plans, and Spatial Plan which will underpin the current District Plan Review process.
- 2.6 WELL acknowledge that the feedback currently being sought by WCC will be used to shape a 10 year strategic document that is inclusive of community consultation. The finalised LTP will further define identified projects, and their funding, that have been proposed to satisfy the City’s desired environmental outcomes over the next ten years – particularly in regard to making Wellington more resilient, vibrant and competitive.
- 2.7 WELL has identified key priority areas of the draft LTP in which the secure supply of electricity is a relevant consideration. Consequently, the key messaging of WELL’s feedback is intended to highlight issues and opportunities in the draft LTP whereby appropriate recognition should be provided in regard to the role and function of critical network utility operators in enabling delivery in these priority areas.
- 2.8 The key messages WELL seek to have included in the finalised LTP broadly relate to;

1. *Resilience*
2. *Infrastructure*
3. *Housing and Sustainable Growth.*

3 Wellington Electricity Feedback on the LTP

Resilience and Infrastructure

- 3.1 WELL own and operate networks of electrical lines, cables and substations throughout the Wellington City area. Operating and maintaining these networks in a well-planned, efficient and cost effective manner is of paramount strategic and statutory importance to WELL so as to ensure that obligations under the 1986 Commerce Act, 1992 Electricity Act, and various electricity regulations are met. Implicit in these operations is the on-going requirement to make the network more resilient to the effects of natural hazards.
- 3.2 A priority area discussed in Council’s LTP consultation document is that of ensuring the City is resilient to natural hazards. Specific mention in the document is given to three waters infrastructure upgrades that Council are proposing to allocate funding towards – such as improvements to water storage and wastewater capacity, as well as upgrading to existing infrastructure such as stormwater.
- 3.3 WELL agree with Council that such infrastructure priorities are important in making the City more resilient to natural hazards; however, it is considered that appropriate acknowledgement of non-council infrastructure also needs to be provided for in the final LTP regarding resilience.



- 3.4 Core infrastructure, such as WELL’s electricity distribution network, is a lifeline utility that is integral when considering infrastructure resilience projects across the City. To make this point clear, three waters networks are in most instances reliant on a secure supply of electricity (i.e., pump stations, control gates, plant and machinery), and consequently require an appropriate level of recognition in the LTP alongside that of Council infrastructure.
- 3.5 WELL consider that, in isolation, there is limited benefit in building a more resilient three waters network if the electricity network is not equally resilient so that pumping stations can function after, for instance, an earthquake. WELL further contend that a perceived lack in co-ordination of planning resilience projects will result in suboptimal investment outcomes.
- 3.6 It is acknowledged that under the Local Government Act the purpose of a LTP is (amongst other things) to provide transparent information regarding public infrastructure and investment within the City. However, where the draft LTP consultation documents requests feedback on challenges relating to resilience and infrastructure, WELL considers that greater, more explicit, provision is presented in the document for inter-relationships with non-Council owned core infrastructure which are instrumental in servicing public infrastructure.
- 3.7 As stated in the LTP – *“Council’s primary role is the provision of core infrastructure – the foundations of a city that allows communities, the environment and businesses to thrive”*.
- 3.8 WELL contend that adequately reflecting the importance of support infrastructure in Council’s identified three waters capital investment projects is appropriate – as without the means to provide for a resilient electricity distribution network, then the ability to *allow communities, the environment and businesses to thrive*, as proposed in the draft LTP, will not be holistically reflected in the document.
- 3.9 In regard to emergency management, WELL would like Council to consider referencing the potential for emergence overhead cable routs as a cost efficient means to providing robust infrastructure protection, and wider natural hazard resilience across the City. Such corridors represent strategic ‘pathways’ through the city that are reserved for the rapid re-establishment of linear infrastructure services in the event that a natural hazard significantly disrupting the existing network operation.
- 3.10 In acknowledging the concept of such corridors as a response to improved strategic resilience, an appropriate method to address such challenges will be provided for in the LTP

Housing and Sustainable Growth

- 3.11 WELL are interested in the strategic direction being proposed by Council in regard to housing supply as well as laying foundations for sustainable urban growth.
- 3.12 The LTP consultation acknowledges that *“Rapid population growth also means the network [Council Infrastructure] is nearing capacity in many areas, and there will need to be well*



targeted, but extensive investment in new infrastructure to align with future population growth.”

- 3.13 WELL consider that Council, in providing for the City’s housing demand, is likely to enter even more so in to partnering with developers and other housing providers, as well as working with central government to explore funding options so as to free up development-ready land.
- 3.14 WELL was a submitter on the MfE National Policy Statement on Urban Development, and consequently is particularly interested in how Tier 1 Cities such as Wellington strategically plan for residential growth as WELL are a core infrastructure provider and need to maintain a level of strategic input in regard to both residential intensification, or future greenfield growth cells.
- 3.15 WELL is not opposed to the LTP Objective regarding additional housing to better meet demand and community requirement for affordable housing – however, electricity distribution to such development needs to be strategically planned in advance. The reason for such planning is to ensure network integration of additional load, the potential for land procurement (i.e., for the possibility of new substation facilities), as well as to forecast capital investment that may be required to expand or upgrade sections of the network.
- 3.16 WELL consider it necessary for the LTP to more explicitly recognise at a high-level *all* core infrastructure provision for housing and sustainable growth (not concentrating solely on Council-owned infrastructure), and furthermore, that such core infrastructure providers are to be meaningfully consulted in advance of the establishment of such housing areas.
- 3.17 In clearly recognising both Council and Non-Council infrastructure requirements for sustainable housing growth, the LTP will transparently portray not only the challenges in meeting this priority area, but also will assist in informing the wider community how Council propose to meet these challenges – thus better informing how the desired outcomes are to be achieved.
- 3.18 WELL seek that the final LTP broadens recognition in the LTP’s challenges and desired outcomes in regard to housing and sustainable growth to include that of core network utility infrastructure providers. By appropriately acknowledging the role and function organisations such as WELL play in the planning and development of housing within the city, a more transparent policy direction will be provided in the LTP for future implementation.
- 3.19 WELL has provided numerous submissions to Council in regard to urban growth strategies and more recently the Planning for Growth Spatial Plan for Wellington City. For the reasons indicated above, WELL support such a strategic approach to growth management; however, an enhanced recognition of all infrastructure variables should be provided.
- 3.20 In consideration of the above WELL seek that additional comment is provided in the LTP to the extent that:
- Ensuring recognition of the city’s electricity distribution networks is provided in the LTP.



- Recognition of WELL as a development partner in meeting the desired environmental outcomes for the provision of sustainable urban development.
- 3.21 WELL are supportive of the LTP priority objective that *Wellington has affordable, resilient and safe housing* – and acknowledge that this objective will be largely addressed through Council’s District Plan review process that is currently underway. However, for the reasons addressed above, WELL seeks that the LTP appropriately recognise the role that network utility operators play in addressing this challenge to ensure that a consistent message is presented in Council’s higher-level planning strategies.
- 3.22 In summary of the 2021-2031 LTP’s Housing and Sustainable Growth objectives
- 1) WELL support strategic approaches to urban growth as it allows for WELL’s network managers to provide for load growth in their Asset Management Plan;
 - 2) WELL acknowledge that the current comprehensive District Plan review process will robustly reflect the requirement for network utility infrastructure to be in place prior to the development of greenfield sites;
 - 3) That to ensure higher-level planning strategy documents adequately recognise that the provision of all key infrastructure is integrated and that the provision of such infrastructure needs to be aligned in order to achieve the desired environmental outcomes of the LTP.

4 Conclusion

- 4.1 WELL acknowledge the importance of clear and transparent communication associated with delivering Council’s 2021-2031 iteration of the LTP. In recognition of this importance, WELL has provided the above high-level feedback to Council so that such communication adequately reflects perspectives from the city’s electricity distribution provider.
- 4.2 The feedback provided by WELL is intentionally high-level, yet appropriate reasoning has been provided to Council to ensure broader infrastructure considerations are carried through to the finalised LTP document.
- 4.3 WELL note that development of the LTP includes the ability to discuss pertinent matters, such as those raised in this feedback document, directly with Council Officers or the LTP development committee. Consequently, WELL wishes to be heard at the LTP Hearing to elaborate on the themes presented in this submission.



Signature for and on behalf of Wellington Electricity Lines Limited:

A handwritten signature in blue ink, appearing to be 'Tim Lester', written over a dotted line.

Tim Lester



Address for service: Wellington Electricity Lines Limited

