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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30 am  
**Date:** Thursday, 7 December 2017  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

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

**NON-VOTING MEMBERS**

Te Rūnanga o Toa Rangatira Incorporated  
Port Nicholson Block Settlement Trust

**Have your say!**

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

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## **AREA OF FOCUS**

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

**Quorum:** 8 members

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## **1 Meeting Conduct**

### **1.1 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.

### **1.2 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.

### **1.3 Confirmation of Minutes**

The minutes of the meetings held on 1 and 23 November 2017 will be put to the City Strategy Committee for confirmation.

### **1.4 Public Participation**

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

### **1.5 Items not on the Agenda**

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

#### ***Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.***

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.

#### ***Minor Matters relating to the General Business of the City Strategy Committee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.





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## **2. Strategy**

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### **ANIMAL POLICY**

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#### **Purpose**

1. To present the revised Animal Policy incorporating some minor changes following consultation and seek the committee agreement to recommend to Council that it adopt the Animal Policy following public consultation.

#### **Summary**

2. It was agreed by the City Strategy Committee on 10 August 2017 to publicly consult on the proposed draft Animal Policy. Public consultation was then carried out 11 September to 16 October where members of the public were able to feedback on the proposed policy and the associated factsheets.
3. Three drop in sessions were also held during this time that allowed people to ask further questions and gain clarification on the policy prior to making a submission. It was also an opportunity to talk directly to officers about any concerns.
4. Engagement with a number of conservation groups was carried out. This included Wellington Zoo, Royal Forest and Bird Protection Society of New Zealand, Department of Conservation, Zealandia, Polhill Restoration Project and Te Motu Kairangi (Miramar Ecological Restoration).
5. A wide range of views were expressed, as described below and in the summary of submissions attached. All feedback has been taken into consideration and a final version of the Animal Policy and factsheets has been assembled taking into consideration feedback received.

#### **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Note the Summary of Submissions.
3. Recommend to Council that it adopt the amended Animal Policy.
4. Approve the amended Factsheets and delegate to officers in consultation with the portfolio lead, the ability to finalise the factsheets for publication and to amend the factsheets from time to time to ensure the advice and information remains up to date.
5. Note that officers will:
  - a) Develop guidelines for dealing with stray cats.
  - b) Work with the Communications team to review the final format of the cat factsheet information.
  - c) Draft a letter for the mayor to send to the Minister responsible for Local Government, Environment and Māori Development to raise with the Government the need for national guidance and regulation on the role of territorial authorities in the management of domestic and stray cats.

- d) Continue to work with the SPCA, vets, and other cat welfare agencies to use non-regulatory options to promote the de-sexing of cats.
- e) Work with the SPCA to develop best practice guidelines for the use of Trap Neuter and Return.
- f) Investigate non-regulatory methods of cat management. This may include:
  1.
    - i. Subsidised microchipping,
    - ii. Cat de-sexing programmes,
    - iii. Education programmes and other non-regulatory options to encourage responsible cat ownership.

## **Background**

6. Currently no formal document summarises existing Council operational practice around animal management other than the Wellington Consolidated Bylaw, Part 2: Animals (Animal Bylaw). Following the 2016 review of the Bylaw, officers were directed by the City Strategy Committee to develop an Animal Policy and guidelines to implement the bylaw.
7. The proposed purpose of the draft policy is to promote animal welfare, to support and encourage the responsible care of animals, to minimise incidents relating to animals, and to aid the implementation of the Animal Bylaw.
8. Educational factsheets have been developed alongside the draft Animal Policy using feedback from key stakeholders. The factsheets provide detailed guidance on best practice animal care while the policy provides high-level guidance. Educational content is an important way to support regulatory tools such as bylaws.
9. Engagement with key stakeholders was carried out throughout the development of the draft Animal Policy. An Engagement and Consultation Plan was developed, in accordance with the Council's Significance and Engagement Policy (SEP). A summary of this plan was included in the committee papers on 16 March 2017.

## **Discussion**

### **Consultation results**

10. Formal public consultation on the proposed Animal Policy and Factsheets ran from 11 September until 5pm on 16 October. A total of 28 submissions were made. These consisted of a combination of 15 members of the public and 13 organisations that had been previously engaged with.
11. A majority of the submissions made on the issue of cats, with few being on the content of the poultry, bees and livestock factsheets.

### *Stray Cat Management*

12. The majority of the feedback that has been received during the consultation and engagement process has been in relation to cats. Many people have recognised that stray and feral cats are considered a problem within Wellington, however there is currently no clear guidance on how the issue of stray cats should be handled and the role of Councils in this. This is unlike dogs, where Councils role is clearly set out in the Dog Control Act 1996. Councils can regulate the keeping of animals (including cats) under the Local Government Act 2002. National guidance (from central government) would help create nationwide consistency for cat management.

13. LGNZ agreed in July 2017 to '*lobby the Government to take legislative action as a matter of urgency to develop national legislation.*' This decision highlights the current gap in legislation and the need for something that more clearly defines the territorial authority role.
14. The New Zealand National Cat Management strategy was recently finalised. This has been used as guidance in relation to some of the topics within the cat factsheet however it currently lacks statutory weighting to be able to take it into consideration any further. If the strategy gains momentum and is adopted as national guidance from central government then the factsheet can be updated to reflect these changes.

#### **Public Responses**

15. Comments that were submitted by members of the public are shown within Appendix A. On the whole most submissions from the public made by individuals were supportive of the proposed *Goals for Animals in Wellington*, 64.29% supportive and the *Emergency Preparedness Information*, 73.33%.
16. A number of people questioned why the policy did not cover dogs and why there was not a dog factsheet. On the first page of the policy within the legal framework section, the existing dog policy developed under the Dog Control Act 1996 is highlighted. The link for the Dog Policy will be clearly stated on the website referring people to this for information. If it is considered that a dog factsheet would be useful, then a dog factsheet could be created, however this is not considered necessary at this point. One submitter queried why the Council was getting involved in pet care.
17. Comments were raised about pricing and keeping the factsheets up to date. The factsheets will need to be checked over time to ensure that advice and information is still relevant and the authority to do so is proposed to be delegated to officers in consultation with the portfolio lead.
18. Other comments received from the public included a suggestion for cat registration, keeping cats in at night and the use of anti-predation devices. There was also the suggestion of advising on pet insurance, the costs of veterinary care for vaccinations and flea and worming treatments. Most of the points have been covered or have been accommodated within amendments, however the introduction of compulsory cat registration, such as with dogs, cannot be introduced as part of a policy or factsheet process.
19. 73.33% of submitters considered that stray and feral cats are a problem within Wellington. A submitter commented on how the advice around stray cats, especially the advice on colonies was confusing and another submitter described their experience of providing a home for some strays.
20. The issue of being allergic to bees was raised in a submission on the bee factsheet. A person with a bee allergy may not be happy if a neighbour was to start keeping bees. Advice for this situation would be that if someone had intentions of starting to keep bees that they speak with their neighbour beforehand. This has now been added to the factsheet. Having an initial conversation between neighbours would highlight and raise the issue before someone had started to keep any bees.
21. Comments made about the poultry and livestock factsheets generally related to clarity of existing content and advice given.
22. When asked throughout the form about whether advice in the policy and factsheets was useful the majority of respondents replied yes. When asked about home kill for livestock and poultry the majority of responses were that 'no', people do not currently undertake and would not consider home kill.

### **Organisation Responses**

23. Submissions made by organisations are shown within Appendix B. The majority of these groups have been engaged with previously on the policy and factsheets.
24. The submissions made by organisations can be roughly split into three groups of feedback type. Those are,
  - Submissions in general agreement with content but have suggested amendments that provide better clarity or want to place more emphasis on a certain message. The majority of this feedback was accommodated and came from organisations such as New Zealand Veterinary Association, Greater Wellington Regional Council, SPCA, RNZSPCA and New Zealand Companion Animal Council.
  - Submissions that have a wildlife focus from conservation groups and,
  - Submissions that disagree with the animal bylaw, the introduction of microchipping and the process used in creating the Policy and factsheets.

#### *Conservation groups*

25. A number of conservation groups were engaged with that then later also submitted on the proposed policy and factsheets. Concerns were around cats and impacts on native wildlife.
26. A number of topics and issues were raised, these included the following,
  - The use of three categories of cats, domestic, stray and feral. It was recommended that there should be just two, domestic and non-domestic.
  - Appearance of support for Trap Neuter and Release (TNR) practice.
  - Cat containment as a priority, along with information on environmental enrichment.
  - Toxoplasmosis and health issues.
  - Use of positive language and supportive imagery in the factsheets.
27. The three categories of cats used in the factsheet and referred to in the policy are in accordance with Animal Welfare (Companion Cats), Code of Welfare 2007, MPI. This definition has been retained.
28. The use of TNR with cat colony management has proven to be a complex issue. The factsheet has consulted on a number of conditions under which such initiatives may be considered acceptable by Council. The focus of any future work is humane management of stray cats. This has been clarified within the policy and factsheet, along with any management of stray cats also resulting in a gradual reduction in numbers.
29. Officers need to carry out more work to better understand stray colony management to be able to define a set of criteria on how it might work with community groups on this issue. The tools and processes for work in this area are many and require dynamic management; detailing one could give misconceptions on our processes or expectations.
30. Cat containment has been added to the list of options available to people to reduce impacts of cats on wildlife. It is also recognised that if a person chose to keep a cat contained then appropriate environmental enrichment has to also be provided. This

ensures that natural behaviours and a positive mental state in line with the five domains of animal welfare are provided for.

31. Toxoplasmosis and possible health implications were discussed. The cat factsheet has advice on reducing nuisance and providing cat litter tray and toilet areas for cats. A reminder of health implications was added into this section to highlight issues that should be considered as part of being a responsible cat owner.
32. It was suggested that more positive language should be used within the factsheets; this should highlight the benefits for a cat of the advice offered in the factsheet whilst also recognising the benefit of cats as pets and the companionship that they offer. The use of positive imagery of cats demonstrating the advice within the cat factsheet would be beneficial. For example a cat that is content in its contained environment with plenty of environmental enrichment provided. Positive language has been added to the factsheet and the use of positive imagery is something that will be considered when assembling the final factsheets.

#### *Feline Rights and NZ Cat Coalition*

33. Feline Rights and the NZ Cat Coalition raise similar topics and these are summarised as the following,
  - Development of the bylaw preceded development of the policy.
  - The Council has no mandate to engage in protecting wildlife.
  - Appears the Council supports the position of the National Cat Management Strategy Group (NCMSG).
  - Concerns about the use of microchipping to identify cats.
  - Policy Structure, no evidence for the existence of problems that would require legal sanctions to be applied to cat owners.
  - Unsound consultation.
34. Making alterations, changes or additions to the Animal Bylaw that was reviewed last year is out of scope of the policy work. This includes any reversal of work and process, along with microchipping which was introduced under the bylaw. The factsheets provide advice and education for related topics. This includes considerations for impacts of cats on wildlife, however any information is advisory only.
35. Options for the protection of wildlife are given within the cat factsheet. This is in an advisory manner that cat owners would decide on and carry out if they wished.
36. The National Cat Management Strategy is one of several documents that have been used to guide the development of the factsheets and policy. It has a number of national organisations that worked on it including Ministry of Primary Industries (MPI), Department of Conservation (DOC) and New Zealand Veterinary Association (NZVA). DOC and NZVA had also been engaged with on the factsheets and policy and advice from MPI used also.
37. The requirement to microchip cats was introduced as part of the Animal Bylaw last year and is therefore out of scope for the work of the policy.
38. The policy (including the supporting factsheets) is not imposing any legal sanctions on cat owners. The policy outlines work that the Council does and the role of other organisations such as Greater Wellington Regional Council and the SPCA who the Council works with.

39. As part of the development of the policy engagement was carried out with a variety of groups relating to cats, poultry and bees. Public consultation was carried out for five weeks and there were three drop in sessions during this time and engagement was carried out with conservation groups. There has been opportunity for interest groups, stakeholders and animal owners to have a say and therefore considered to be an inclusive and sound process.

### **Other Amendments**

40. Within the Policy the section 'related goals' references '*Our Natural Capital: Wellington's biodiversity strategy and action plan*'. This is an existing Council document that was produced in 2015 and contains actions and projects being carried out in the area of biodiversity in Wellington. The content of this Strategy could be updated or amended in the future, or the actions can be come outdated. It is considered appropriate that people refer this document directly if further information is required to ensure that the most up to date and correct information on the topic is being viewed.

### **Further Workshop**

41. A further workshop was also carried out during the consultation period with conservation groups on 4<sup>th</sup> October. These groups included Wellington Zoo, Royal Forest and Bird Protection Society of New Zealand, Department of Conservation, Zealandia, Polhill Restoration Project and Te Motu Kairangi (Miramar Ecological Restoration).
42. Discussion during the workshop was around the same topics as those that were then later raised within submissions also.

### **Drop-In Sessions**

43. During the consultation period three, two hour drop-in sessions were run by officers. This allowed for questions to be asked about the policy and factsheets and for a submission to be made verbally if people wished. Two lunchtime drop-ins were held on 18<sup>th</sup> and 27<sup>th</sup> September and on the weekend at the SPCA on 24<sup>th</sup> September. Two people attended each of the drop-ins and questions and discussion varied from dog walking areas, the use of cat microchipping and goat farming.

### **Next Actions**

44. Next actions are stated within recommendation 5. Work includes,
- Additional work will be carried out to define a process and set of criteria under which a community partnership could be formed for working on cat colony management. The extent of this work will be dependent on the appointment of an Animal Liaison Officer.
  - We will work with the Communications team to review the final format of the cat factsheet information. This will ensure clear messaging of the content of the information around cats and cat issues. This may include minor editorial changes to improve readability.

### **Attachments**

|               |  |         |
|---------------|--|---------|
| Attachment 1. | Appendix A - Comments from the public        | Page 17 |
| Attachment 2. | Appendix B - Organisation Submissions        | Page 24 |
| Attachment 3. | Appendix C - Policy and Factsheet amendments | Page 29 |

|            |   |
|------------|---|
| Author     | Alice Bates, Policy Advisor   |
| Authoriser | Baz Kaufman, Manager Strategy<br>Kane Patena, Director Governance and Assurance |

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Consultation was carried out in accordance with the an Engagement and Consultation Plan has been drafted, and was agreed by the City Strategy Committee on 16 March 2017.

### **Treaty of Waitangi considerations**

Officers will work with the Tira Poutama: Iwi Partnerhips team to ensure that Treaty of Waitangi considerations are taken into account.

### **Financial implications**

There are limited budget provisions for the implementation of the Animal Policy. The Council currently has limited animal welfare capability. These issues will be investigated as part of the upcoming Long Term Plan development.

### **Policy and legislative implications**

A letter will be sent to the Minister responsible for Local Government, Environment and Māori Development to raise with the Government the need for national guidance and regulation on the role of territorial authorities in the management of domestic and stray cats.

### **Risks / legal**

The Policy and factsheets are considered to have a low level of legal risk as they do not propose any new powers or impose any restrictions on animal owners or the public.

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

No considerations at this point.

### **Communications Plan**

A communication plan has been developed to support the engagement and consultation process.

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

Health and safety must be a consideration for any actions proposed under the Animal Policy.



# Appendix A

## Comments Received from the public

When asked if there was anything further that would like to be commented on in relation to the policy, the following responses were received.

### General

| Submitter        | Comments   | Officer Response  |
|------------------|--|---|
| Georgina Workman | May be useful to clarify definition of urban - does it apply to 'suburban'?  | Definitions of urban and rural are the same as those under the Councils Operative District Plan.  |
| Susan Hutchinson | Why are dogs not included with the fact sheets? That might help the public see that from WCC's point of view, most animal owners need tips and guidelines. Without including dogs here, you run the risk that cat owners think they're being picked on.  | There is the existing Dog Policy which addresses dog related issues. This could maybe be made clearer on the WCC website before entering the Animal Policy. There is reference to this also in the legal framework section within the Policy. |
| Cathy Scott      | Emergency Info could say more about how to get help.   | In an emergency situation the normal channels of help provision would be available.   |
| Pamela McKirby   | A lot of this seems pointless. Some of it is things the SPCA deals with, and the rest of it is common sense that any animal owner should know/be aware of/care about. They[sic] type of person who would neglect their animals or not bother to ring the SPCA/vet etc is not the type of person who would bother reading your factsheets. And why is there NOTHING on dogs?                              | Aim to educate people that are looking for information.<br><br>Dogs covered by the Dog Policy.  |
| Christie Mulcock | Animal welfare is very important, so thank you for what you are trying to achieve. We live close to the city and close to two areas of bush, so my submission last year concentrated on rock pigeons and on the stray cats that over nineteen years we have given a home to and that were probably dumped in the bush close to our home. Just as there are people who really should not be parents there | Comments noted.   |

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|                       | <p>are people who should not own animals because no amount of education about animal welfare is going to make them responsible pet owners. The nineteen cats we have had over the years and four of the six we have now are kept indoors and are microchipped. The other two are nervous strays that we haven't been able to tame but we feed them well, so hopefully birds are safe from them. In my submission I also talked about pigeons, because we have two bird feeders in our garden and although they are not accessible to these birds they still manage to get some food. They are not flying rats, and have caused absolutely no damage to our property in the nineteen years we have been living here. On occasion we have held pigeons injured by neighbourhood cats while we wait for the SPCA to pick them up and hopefully help them to recover. We have suffered no ill effects from doing that, no fleas, nothing bad. Please don't give these birds negative publicity as some people will try to harm them.</p> |  |
| Bernard O'Shaughnessy | Pigs are a problem in Wellington.  | If the pigs are feral then this is handled by Greater Wellington.  |
| No Name               | Cats should be allowed to roam! Ours do!   | Cats can roam if that is the way that they are chosen to be kept by their owner. Options suggesting otherwise are just advice for consideration. |

**Comments on the cat factsheet**

| <b>Submitter</b> | <b>Comments</b>  | <b>Officer Response</b>   |
|------------------|--|---|
| Georgina Workman | Factsheet will need clear dates so that pricing information can be seen as out of date in the future - or the pricing information will need updating | Noted that prices will have to be kept up to date.<br><br>Three websites are listed as places where lost cat ads can be |

|                    |   |  |
|--------------------|---|--|
|                    | at least annually. Perhaps re-word the 'from TradeMe' to something like 'secondhand or online e.g TradeMe' unless there is a clear intention to promote TradeMe specifically.   | posted. Not intended to promote TradeMe specifically.  |
| Liz Smit           | I wholeheartedly agree that all pet cats should be micro-chipped/de-sexed/ and registered! I would encourage greater education on cat containment - to protect the NZ wildlife. Similar projects are happening in Tasmania (I was working for the 10 Lives Cat Centre in Hobart - this organisation was heavily involved in community education, as well as being involved with research projects on cat containment and feral management.) | More information on containment added.   |
| Pamela McKirdy     | This all common sense. Why is the council getting involved in pet care? WCC can make bylaws about microchipping and disposal of pets, but I doubt that many pet owners would need or want any detailed advice. It's not rocket science.   | Aim to educate people that are looking for information on pet care.  |
| Madeline Ann Smith | The section on strays is a bit confusing because of the bullet point colonies. I think it could be made clearer that there are cat colonies that may be fed and tended by people and that a trap-neuter-release approach may be underway. I also think the references to containment are a bit flabby. You could just say cats can be kept indoors and may have a fenced balcony or some such, I would add they can be walked on a leash.   | Colonies are not acceptable in most instances. Only under certain conditions meeting certain criteria, which is outlined.<br><br>Information on cat containment amended. |
| Greg Russell       | Cats should be registered just as dogs are required to be registered. This provides a cat owners with a greater sense of responsibility as well as support the Council and SPCA with managing costs relating to   | This would have to be done through National Legislation.<br><br>This would also involve a significant operational cost for registration.                                 |

|                  |   |  |
|------------------|---|--|
|                  | cats and predation.   |  |
| Judy Hutt        | I think people should keep their cats inside at night and make them wear a large bell during the day.   | These are provided as options within the factsheet.  |
| Christie Mulcock | Almost all the stray cats we have given a home to were spayed or neutered, and not by us, and that includes two feral cats. Unfortunately some people believe it is fine to dump an unwanted or sick cat in the bush. These are cats that have ended up at our place because, without fail, we put out food for stray cats every night. I know the SPCA is doing a great job in trying to educate people to be responsible pet owners, but sadly some people couldn't care less, and I don't know how you can change that.  | Comments noted.<br><br>Policy does not cover feral cats.<br><br>Desexing is encouraged.<br><br>Factsheets providing education on how to take care of a pet well, will improve living conditions for animals.     |
| Gerry Macridis   | 'I submit that the benefits of pet insurance most certainly deserve mention and should be added to the Cat Factsheet. A large number of cats are euthanised simply because their owner cannot afford to pay the cost of vet treatment when the cats becomes ill or injured, which can amount to thousands of dollars. For a small monthly cost, pet insurance is a way to prevent this from happening. I submit also that in the proposed Cat Factsheet, the statement "Responsible cat ownership includes caring for your pet's welfare needs, [...]" should be expanded to "Responsible cat ownership includes caring for your pet's welfare needs (including vaccinations, and regular worm and flea treatments), [...]", as these are very important parts of responsible cat ownership which deserve specific mention here. I submit also that in the section discussing | Pet insurance and flea and worming treatments have been added to the factsheet within the costs section.<br><br>Vaccinations would fall within veterinary care which is currently mentioned within this section. |

|                       |   |  |
|-----------------------|---|--|
|                       | avenues to use when finding a lost cat, it should also be stated that if a found cat is taken to any nearby vet clinic its microchip can be scanned and its owner traced, and that this is the quickest way to reunite the cat with the owner.                                  |  |
| Bernard O'Shaughnessy | <ul style="list-style-type: none"> <li>• WCC and SPCA must change policy on feral cats – that is kill them.</li> <li>• SPCA should stop 'kitten days' which leads to more strays.</li> <li>• Most domestic cats do not kill native birds it's a karori problem only.</li> </ul> | <p>Feral cats are handled by Greater Wellington and not by WCC.</p> <p>SPCA work to rehome stray cats, this includes kittens. SPCA do not currently have any such events planned.</p> <p>Further comments are noted.</p> |
| No Name               | <p>Body would be put in natural environment like river/lake.</p> <p>Have 5 cats, all roam and catch birds. Cats catch birds!</p>  | <p>Disposing of a body in such a way is contrary to the animal bylaw. Especially if cat has been euthanized and has toxins in the body.</p>  |

**Comments in relation to the poultry factsheet**

| <b>Submitter</b> | <b>Comments</b>   | <b>Officer Response</b>  |
|------------------|---|--|
| Georgina Workman | Factsheet will need clear dates so that pricing information can be seen as out of date in the future - or the pricing information will need updating annually. Perhaps re-word the 'from TradeMe' to something like 'secondhand or online e.g through TradeMe' unless there is a clear intention to promote TradeMe specifically. Are there other places you can get 'used' hens from e.g free range farms - the factsheet mentions battery farms specifically but there are other sources then perhaps a more general term should be used? | <p>Noted that prices will have to be kept up to date and we anticipate updating the factsheets from time to time to keep the information relevant.</p> <p>TradeMe wording updated.</p> <p>Battery farm hens are the most common form of used hens available.</p> |
| Cathy Scott      | It seems to read like you have to get permission to keep any chickens. Currently it's just more than 8. Is this intended? It doesn't seem very fair to me. They have less impact than other animals.  | The Animals Bylaw requires permission for 8 or more poultry. This requirement has remained in place – the Policy and factsheets do not alter the obligations in the Bylaw.   |

|                       |   |                |
|-----------------------|---|----------------|
| Bernard O'Shaughnessy | In the 'old days' we all had big sections and veg gardens and chooks. | Comment noted. |
|-----------------------|---|----------------|

**Comments on the Bee Factsheet**

| <b>Submitter</b>      | <b>Comments</b>  | <b>Officer Response</b>   |
|-----------------------|--|---|
| Georgina Workman      | Factsheet will need clear dates so that pricing information can be seen as out of date in the future - or the pricing information will need updating annually. Perhaps re-word the 'from TradeMe' to something like 'secondhand or online e.g through TradeMe' unless there is a clear intention to promote TradeMe specifically. Some of the terminology was new to me so the references on where to get more information was useful. | Noted that prices will need to be kept up to date.<br><br>There is no mention of TradeMe within the Bee Factsheet.  |
| Liz Smit              | I'm highly allergic to bees - so wouldn't be very happy if my neighbours started to keep them. It doesn't look like there are any provisions or advice on this matter.   | Have added advice in the factsheet advising people discuss getting bees with their neighbours before obtaining any. This would start a conversation about potential issues before any investment. |
| Pamela McKirdy        | I would talk to the supplier of the bees, or a friend who had bees, or google for information. I would not expect the WCC to know anything about bees except regulations for keeping them.   | Always recommended that expert advice is sought. The factsheet also highlights local clubs and Apiculture NZ as sources of useful information.  |
| Bernard O'Shaughnessy | I helped a friend attend his 40 hives all around Wellington. Bees should be encouraged as some in recent seasons have been short on bees.  | WCC aim to encourage responsible bee keeping.   |

**Comments on the Livestock Factsheet**

| <b>Submitter</b> | <b>Comments</b>                              | <b>Officer Response</b>   |
|------------------|--|---|
| Georgina Workman | Socialising/entertaining/mental stimulation. | The importance of activities, play and ensuring a positive mental state is stated within the first paragraph of the factsheet. This is also within the Five Domains of Animal Welfare that applies to |

|             |  |   |
|-------------|--|---|
|             |  | all animals.  |
| Cathy Scott | Council approval or otherwise?<br>We like to have a pet lamb in spring - just for a few weeks. Perhaps you could say more about this | Five Domains of Animal Welfare applies to all animals. Advice within the livestock factsheet could also be applied in relation ensuring nuisance is not created for neighbours. |

General Comments.

| <b>Submitter</b>      | <b>Comments</b>   | <b>Officer Response</b>   |
|-----------------------|---|---|
| Bernard O'Shaughnessy | Sentence on resolving disputes is funny.<br><br>Reduce dog registration by 50%.<br><br>The smokers butt is a bigger problem than bees, cats and dogs. | WCC aim to advise on how the public can get help if they need it.<br><br>Dogs are out of scope for the animal policy.<br><br>Cigarette butts are beyond the scope of this review. |

## Appendix B

# Organisation Submissions

| Organisation  | Submission Summary  | Officer response  |
|---------------|---|---|
| Zealandia     | <p>Policy</p> <ul style="list-style-type: none"> <li>• Policy in “related goals” needs to ensure animals do not have a negative impact on human health.</li> <li>• Goal of “Working with partners to reduce the impact of cats on our indigenous wildlife” implies Council will not do anything. Why not get rid of “Working with partners” in this statement? It doesn’t preclude working with partners, but hopefully reflects council intention.</li> </ul> <p>Cat Factsheet</p> <ul style="list-style-type: none"> <li>• Stray cats should not be a category – how are these not just domestic cats that have wandered from home?</li> <li>• The proposed management of stray cats has never been shown to work by science.</li> <li>• Cat containment needs to be recommended as the key approach that will reduce impact on wildlife.</li> <li>• The message that wildlife predation can be minimised should be positive “Love your cat and wildlife!”</li> </ul> | <ul style="list-style-type: none"> <li>• Reference to health impacts has been added to the minimising nuisance section within the cat factsheet.</li> <li>• This section has been reworded.</li> </ul><br><ul style="list-style-type: none"> <li>• The definition used is in accordance with the MPI definitions of cats.</li> <li>• Council supports the humane management of stray cats. How exactly this is carried out requires further work by officers.</li> <li>• Cat containment added as an option along with information about provision of environmental enrichment.</li> <li>• Positive language has been inserted into the factsheet.</li> </ul> |
| Feline Rights | <ul style="list-style-type: none"> <li>• Under the section entitled “Related Goals”. The Council has absolutely no mandate to engage in protecting wildlife.</li> <li>• Under the section entitled Emergency Preparedness. We suggest keeping sufficient food and water for</li> </ul>  | <ul style="list-style-type: none"> <li>• Related goals refers to an existing Council document. Under the Local Government Act, the Council does have a mandate to impose bylaws for the purpose of regulating the keeping of animals, bees and poultry,</li> </ul>  |



|                        |   |  |
|------------------------|---|--|
|                        | <p>one month on hand as a minimum figure.</p> <ul style="list-style-type: none"> <li>In the section entitled 5 - Further Information, The council cites: The "National Cat Management Strategy Group (2016), Draft New Zealand National Cat Management Strategy Background Document". NCMSG are a subversive and secretive organisation with no statutory function.</li> </ul>  | <p>as well as protecting the public from nuisance. That said, we emphasise that no new powers or restrictions are introduced by the Policy or factsheets, which are educational only.</p> <ul style="list-style-type: none"> <li>Advice for people and pets from WREMO is 7 days as a minimum. If it is wished to store more than that amount then that is welcomed.</li> <li>The NZ Cat Management Strategy is just one of several documents that have been used to guide the policy and factsheets.</li> </ul> |
| <p>Forest and Bird</p> | <p>Policy</p> <ul style="list-style-type: none"> <li>Wellington City Council (WCC) sets out its goals for animal management on page 4 of the Draft Animal Policy (DAP). It should be noted that WCC has additional goals in relation to animal management through its involvement in the Predator Free Wellington project.</li> <li>The 'Cat Factsheet' should be renamed the 'Responsible Cat Ownership Factsheet'.</li> <li>Council should restrict its classification of cats in the DAP to 'domestic' and 'feral'. Any reference to 'stray' animals should be removed.</li> <li>Remove any reference to cat colonies from the DAP as the retention of these references suggests that Council is in support of the colonies.</li> <li>Cat colonies on Miramar Peninsula are obstacles to achieving the intermediary</li> </ul> | <ul style="list-style-type: none"> <li>The Animal Policy is aimed at domestic animals and does not intend to advise on pest management.</li> <li>Cat factsheet has been renamed.</li> <li>Definition of cats is in line with MPI definition of cats.</li> <li>Council supports the humane management of stray cats.</li> <li>Health risks have now been highlighted in the</li> </ul>  |

|                    |  |  |
|--------------------|--|--|
|                    | <p>aims of Predator Free Wellington. Feral cats and—in particular—feral cat colonies pose a significant risk to human, domestic cat, and wildlife health through the transfer of diseases such as toxoplasmosis.</p> <ul style="list-style-type: none"> <li>• Positive language should be used to promote responsible actions (such as cat containment and the use of brightly coloured collars and bells) as best practice when describing ownership.</li> <li>• Endeavour to achieve cross-sector consensus on its approach to cat ownership and management.</li> </ul>  | <p>minimising nuisance section of the factsheet.</p> <ul style="list-style-type: none"> <li>• More positive language has been used.</li> <li>• An ongoing process but something that is aimed for.</li> </ul>  |
| NZ Cat Coalition   | <ul style="list-style-type: none"> <li>• Policy process, we have drawn attention to the fact that development of the bylaw preceded development of the policy.</li> <li>• Policy structure. We note that the Animal Policy is entirely silent about the problems that are meant to be addressed by the policy.</li> <li>• Unsound consultation.</li> <li>• Operational inadequacies. As part of the consultation process on the Animal Bylaw, we drew Councillors attention to the fact that there was no guidance on the operational processes that would be used by Council to exercise its powers under the bylaw.</li> </ul> | <ul style="list-style-type: none"> <li>• Comment on process noted.</li> <li>• Policy outlines the role of the Council and the role of other organisations that are worked with in relation to animals.</li> <li>• Engagement has been carried out with a variety of groups, drop-in sessions were conducted and a 5 week public consultation period was run.</li> <li>• Operational processes are separate to the policy as the bylaw is regulatory and the policy is advisory.</li> </ul> |
| Polhill Protectors | <ul style="list-style-type: none"> <li>• Re-recognised definitions of cats. We are firmly against the category of the 'stray' and would like to see the category removed in its entirety from the factsheet</li> <li>• Re-wildlife predation</li> </ul>  | <ul style="list-style-type: none"> <li>• Definition in line with central government guidance.</li> </ul>   |

|   |  |   |
|---|--|---|
|   | <p>mitigation strategies: I would like to see cats contained as the number one suggestion for ways to mitigate a cat's impact on native wildlife.</p> <ul style="list-style-type: none"> <li>I would like to see some hard statistics mentioned on the impact of cats on wildlife.</li> <li>Fact-sheet report locally-valid statistics from e.g. NZ vets, supporting the responsible cat ownership suggestions: validating that keeping your cat contained is not only good for wildlife but beneficial for the safety and health of your cat.</li> </ul>  | <ul style="list-style-type: none"> <li>Information on cat containment has been added.</li> </ul>  |
| Wellington Zoo  | <ul style="list-style-type: none"> <li>All information provided should be presented positively reinforcing the benefits of responsible ownership on health and well-being of domestic cats along with their human carers.</li> <li>We believe that there should only be two categorisations of cats - Feral and Domestic and delete the unnecessary and confusing third category of 'stray' and colony animals.</li> <li>We advocate for keeping cats indoors for some or all of the day to help protect wildlife - and it is better for the cat.</li> <li>We appreciate that Wellington City Council has referred to the Five Domains of Animal Welfare in the Draft Policy, reflecting modern animal welfare thinking as opposed to the outdated Five Freedoms model.</li> </ul> | <ul style="list-style-type: none"> <li>Positive language and use of images has been taken into account.</li> <li>Definition in line with central government guidance.</li> <li>Further information on cat containment has been added.</li> <li>Support of use of Five Domains noted.</li> </ul> |
| The New Zealand Institute for Plant & Food Research Limited | <p>Colony loss can be reduced by focussing on three main issues:</p> <ul style="list-style-type: none"> <li>Ensure the bees have sufficient food throughout winter and during the spring</li> </ul>  | <ul style="list-style-type: none"> <li>Suggested content has been accommodated.</li> </ul>  |

|  |  |  |
|--|--|--|
|  | <p>build-up.</p> <ul style="list-style-type: none"><li>• Control varroa, an external mite that feeds on adult bees and pupae, in spring and autumn, with registered miticides.</li><li>• Control wasps in the area with registered baits. Wasps kill honey bee colonies that have reduced in size over winter and cannot defend the honey bee pupae and the winter stores.</li></ul> |  |
|--|--|--|

# Appendix C

## Policy and Factsheet amendments

### Animal Policy

#### 1 Introduction

This Policy has been developed to ~~promote~~ support the responsible care of animals and promote animal welfare, ~~to support and encourage the responsible care of animals,~~ to minimise incidents of harm and nuisance relating to animals, and to aid the implementation of the Animal Bylaw. It sets out:

- the legal framework and key requirements for animal owners
- goals for animals in Wellington
- what the Council does,
- where you can go for further information.

As part of the Policy the Council also has developed factsheets for pet owners, their neighbours, and Wellingtonians. They include general ~~good practice tips~~ information ~~to assist~~ for animal owners and others to look after their pets, as well as tips for people ~~neighbours~~ who ~~encounter~~ have issues with neighbour's pets. They also include sources of further useful information.

#### 2 Legal framework

The Council adopted the revised Animal Bylaw in August 2016. Amongst other things, the Bylaw requires animal owners and people in charge of animals to:

- ensure their animal has adequate physical wellbeing through acceptable nutrition, environmental, health, behavioural stimulus, and adequate mental well-being; and
- not cause a nuisance to any other person.

These Bylaw requirements are aligned with obligations in the Animal Welfare Act 1999, which also apply to owners and persons in charge of animals.

Dogs and designated dog off-leash areas are covered separately in the Dog Policy, developed under the Dog Control Act 1996. Non-domestic animals in Wellington are largely managed through Our Natural Capital – Wellington's Biodiversity Strategy & Action Plan and Greater Wellington Regional Council's Regional Pest Management Strategy.

#### 3 Goals for animals in Wellington

Animals in Wellington are entitled to lead healthy and happy lives. Five domains need to be satisfied to ensure that animals are leading happy lives:

- nutrition: animals are provided with suitable nutritious food and clean water
- environment: animals have a safe home in an appropriate environment with suitable shelter
- health: animals are physically healthy and have access to veterinary care
- behaviour: animals participate in satisfying and engaging activities and play
- mental state: animals experience positive emotions.

Keeping animals in poor conditions and in unmanageable quantities can lead to animal welfare issues. This can create a wide variety of issues for communities and can also have public health impacts.

Animals that roam are more likely to be injured and could potentially cause nuisance to other people in the neighbourhood.

#### *Related Goals*

The Council ~~also has a related strategy~~ 'Our Natural Capital: Wellington's biodiversity strategy & action plan' aims to protect and restore our indigenous biodiversity. To ~~reach~~ meet this aim we ~~will promote~~ the role of responsible pet ownership in ~~to~~ protecting wildlife in our open spaces. This includes:

- ~~• Working with partners to reduce the impact of cats on our indigenous wildlife~~
- ~~• Working with communities in high biodiversity risk areas on how to best minimize or avoid impacts of cats and dogs on indigenous biodiversity~~
- ~~• Run education and awareness programmes to encourage people to desex cats and keep them indoors as much as possible~~
- Investigate subsidising microchipping for cats near sensitive wildlife areas.

#### *Emergency Preparedness*

All pet owners should make ~~develop their own~~ plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal and any necessary medications
- a ~~cat~~ carrier, ~~dog~~ leash or other appropriate means to transport a pet to a safe a location, in case of a need to evacuate
- a backup plan in case primary caregivers are unable to take care of animals

The above is not an exhaustive list and will need to be tailored depending on the type of pet that an owner has.

#### 4. What the Council does

To support owners and the welfare of animals in Wellington, the Council:

- investigates and responds to public complaints and queries
- works closely with the SPCA and ~~our~~ community partners to encourage responsible animal care
- assists animal owners to meet their responsibilities through education; ~~and~~
- ~~• supports the community to manage~~ gradual reduction of stray cat numbers through humane management practices, including ~~supporting rehoming, de-sexing and microchipping programmes.~~

Under the Bylaw, the Council may seize any domestic animal (other than domestic cats) found at large and not on their owner's property. If a seized animal is unable to be returned to its owner after 7 days, the Council may sell, re-home, or otherwise dispose of the animal.

The Council will endeavour to return any seized animal to their owner, including scanning ~~any~~ animals for microchips.

The Council ~~will~~ works with community partners, such as the SPCA, to ensure that a suitable arrangements ~~is~~ are made for ~~the~~ each animal.

*Ill-treatment of animals*

In Wellington City the SPCA enforces the Animal Welfare Act 1999. The Council endeavours to support them in this role, and ~~if appropriate~~ may share information and resources in accordance with the Privacy Act 1993.

*Feral animals*

Releasing any deer, pig, goat, chamois or tahr is an offence under the Wild Animal Control Act 1977. Management of feral animals in Wellington's high native biodiversity value areas is covered by the Greater Wellington Regional Council's Regional Pest Management Strategy. For detailed information about feral ~~cat and goat management~~ animals, contact Greater Wellington Regional Council.

5. Further information

Wellington City Council (2016), Wellington Consolidated Bylaw: Part 2 – Animals  
Greater Wellington Regional Council, Regional Pest Management Strategy  
Ministry for Primary Industries (2007), Companion Cats: Code of Welfare  
National Cat Management Strategy Group (2016), Draft New Zealand National Cat Management Strategy Background Document  
Biosecurity (National American Foulbrood Pest Management Plan) Order 1998

### Cat Factsheet Caring for your Cat

Cats are a popular choice of companion pet for Wellingtonians. WCC supports responsible pet ownership. ~~They are much more independent in comparison to other pets, but with independence there is~~ Cats are not commonly confined to their owners' properties and this raises the potential for conflict with other cats nuisance behaviours and conflict with people and other animals including and wildlife. ~~and potential for nuisance.~~ To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play and ensuring a positive mental state are vital. This factsheet aims to provide advice on how these elements can be provided for your cat.

This fact sheet refers to 'ownership'. This includes any cat you own or one which is in your care.

#### Your cat

~~Responsible cat ownership includes caring for your pet's welfare needs, desexing and microchipping and registering the microchip with the New Zealand Companion Animal Register (NZCAR).~~ As a cat owner you have responsibilities toward your cat, other animals, and members of the community. Responsible cat ownership includes:

- caring for your pet's welfare needs,
- desexing
- microchipping and registering the microchip with the New Zealand Companion Animal Register (NZCAR).

There are also local requirements and standards for keeping a cat that must be adhered to. These are:

- Wellington City Consolidated Bylaw 2008, Part 2: Animals (Animals Bylaw)
- Wellington City Council, Animal Policy, 2017.

#### Microchipping and Desexing

All Wellington cats must be microchipped by 12 weeks of age, in accordance with the Council's Animal Bylaw requirements. ~~The microchip is required~~ must be registered with the New Zealand Companion Animal Register, which ~~stores~~ records the owners contact details. If a cat is separated from its owners, its microchip can be scanned. ~~the owner's details can be looked up and the cat returned to its owner.~~ The microchip number can be matched to that recorded on the NZCAR by a registered implanter and the owners contacted. ~~People need to~~ Owners must remember to update the register when contact details change. You can do this yourself through the NZCAR website:  
[www.animalregister.co.nz](http://www.animalregister.co.nz).

#### Microchips can help you and your cat stay together

In emergency ~~For~~ situations such as earthquakes registered microchips this has have proven an effective method of reuniting cats and owners. In the Canterbury earthquakes thousands of pets went missing. More than ~~Over~~ 80 per cent of animals that were microchipped were quickly reunited with their owners. ~~Microchips also mean~~ Microchipping and registering details on the NZCAR also means if your cat is involved in an accident and injured or killed, it can be scanned for a microchip and you can be contacted. ~~if you are registered as the owner.~~

#### Desexing

~~Desexing is also strongly recommended. Annually, the SPCA receives over 7,000 unwanted kittens. In addition, many more are inhumanely killed or abandoned in the wild. This problem can easily be prevented by desexing. Cats should be desexed when 1-kilogram in weight,~~



which is approximately around 10 weeks old. Most cats from shelters will already have had the procedure done. As a responsible cat owner you should desex your cat. Cat overpopulation through indiscriminate breeding results in thousands of cats and kittens being presented to welfare organisations each year. Unwanted cats and kittens may also be inhumanely killed or abandoned. Desexing your companion cat is an effective tool for preventing this problem. To manage the problem of unwanted kittens, early age desexing can be undertaken. Cats usually reach puberty between 6-9 months, however some can reproduce as early as 4 months of age. To undergo early desexing, a kitten must be in good health and have reached a certain weight (usually around 1 kilogram). Further guidance on desexing is available through a veterinarian. For further guidance you should discuss desexing with a vet.

#### Getting a Cat

Before obtaining a cat you may want to consider ethically sourcing a cat from a rescue centre. In most cases they will already be desexed and microchipped and there are many unwanted cats and kittens in need of a home.

#### Safe Home

Keeping your cat as an indoor cat improves your cat's welfare. Cats are less likely to be involved in traffic accidents or get into fights which can result in painful injury and the possibility of contracting feline aids or other diseases. Keeping a cat inside can reduce these risks. However to have a happy and healthy indoor cat you'll need environmental enrichment.

#### Lost cats

In the unfortunate event of your cat going missing, there are a number of options available to assist with finding steps you can take to find your cat:

- report your microchipped pet as missing to the NZCAR and check that your contact details are up to date.
- ~~make sure the microchip details are up to date~~
- produce flyers and distribute them around your neighbourhood. You can find a free poster template on the NZCAR website.
- ~~create a flyer and distribute it around your neighbourhood, post on Neighbourly.co.nz~~
- Search locally, check with your neighbours and ask them to check their properties
- ~~contact neighbours, and ask them to check their properties~~
- place an ad on Petsonthenet, Neighbourly, Trademe Lost and Found section and other social media sites.
- ~~check and post online, such as: Petsonthenet.co.nz, Trade Me Lost and Found section, Neighbourly, and social media~~
- contact your local veterinarians, SPCA's and animal shelters.
- ~~check with local vets and leave a flyer~~
- if you have recently moved check your previous property.
- ~~check your old property if you have recently moved.~~

If you find or come across a cat you suspect is lost, there are numerous avenues that you can use to find the cats owner:

- ~~contact the SPCA for advice~~
- ~~contact neighbours to check if they are missing a cat~~
- ~~create a flyer and distribute it around your neighbourhood~~
- ~~check and post online, such as: petsonthenet.co.nz, Trade Me Lost and Found section, neighbourly, and social media~~
- ~~notify local vets and leave a flyer.~~

- put a paper collar around the cat's neck and see if anyone responds to it. The NZCAR in association with Wellington SPCA, have created a downloadable template for the collar.
- take the cat to your local SPCA or veterinary clinic to have them checked for a microchip. If registered on the NZCAR this will allow them to quickly be returned home.
- notify your local veterinary clinic, SPCA and rescue centres.
- list the found cat on missing pet sites such as Petsonthenet, Neighbourly, Trademe lost and Found section and other social media sites.  
produce flyers and distribute them around your neighbourhood

#### Stray and feral cats in Wellington

There are three recognised groupings of cats: domestic, stray and feral cats.

**Domestic cats** live with people as companions and are dependent on humans for their welfare. It is recognised that domestic cats are important companions to many Wellingtonians.

**Stray cats** are companion cats which are lost or abandoned and living as an individual or in a group (colony). They have many of their needs indirectly supplied by people. They live around centres of human habitation, either individually or in a colony. Stray cats can also breed with undesexed domestic cats. Stray cat populations can provide unsuitable living conditions for cats due to the lack of care cats receive.

**Feral cats** have none of their needs provided by people and do not live around centres of human habitation.

Feral cat management in Wellington is covered by the Greater Wellington Regional Council's Regional Pest Management Strategy. For detailed information about feral cat management, contact Greater Wellington Regional Council.

The Council supports the gradual reduction of stray cats through ~~humanely managementing practices. the number of stray cats, by supporting suitable community groups to neuter and provide appropriate care to stray cats and stray cat colonies. These programmes would:~~

- ~~have cat adoption as an integral part of the programme~~
- ~~prevent or minimise the immigration of cats~~
- ~~continually monitor the cat population~~
- ~~include researchers as active participants~~
- ~~involve carers/semi-owners~~
- ~~ensure the cat colony is well managed and the programme is adequately resourced over the long term~~
- ~~ensure stakeholders have an understanding of the programme and its aims~~
- ~~properly evaluate and report on the programme outcomes.~~
- ~~not conflict with wildlife management priorities.~~

The SPCA is responsible under the Animal Welfare Act 1999 to ensure that any community groups manage the animals humanely.

#### Options for wildlife predation minimisation Love your cat and love your wildlife

~~There are a number of options available to people to who are concerned about conflict between cats and local wildlife. Wellingtonians care about our native wildlife, and we are~~

living in a city rich with it. Roaming Cats can hunt native wildlife – even well fed cats will hunt. Options to reduce predation include: If you own a cat, here are some things you can do to reduce its impact on our native birds and lizards:

- ~~containing your cat inside or to a safe enclosed area, away from sensitive wildlife~~
- cat curfew - keeping your cat indoors at night means great cuddles and reducing its chances of hunting.
- monitored outdoor time
- anti-predation collars or attaching a bell to a quick release collar can help reduce predation.
- avoid feeding birds in your backyard
- ~~monitored outdoor time~~
- ~~containment, such as having a cat enclosure or cat proof fencing. If containment is used it is all the more important to provide things to do throughout the day and night.~~
- ~~providing them with toys that encourage activity and play can be a productive channel for their hunting instincts. This will prevent your cat from being bored and provide mental stimulation.~~
- ~~ensuring your cat has plenty of food, and feeding them indoors. If you feed them at least twice a day it means they are more likely to stay around home.~~
- ~~anti-predation products, such as bells on cat collars.~~

If containing your cat, it is important that your cat is provided with entertainment and fun mental stimulation. Enrichment may include, providing places to hide and scratch, puzzle feeders and human interaction through playtime. Cats naturally want to climb upwards so provision of vertical space is beneficial, such as a cat tower. Time outside in a contained environment can also be achieved through an enclosed deck or garden, a screened window or patio.

If your cat does catch any *native* wildlife please contact the DOC hotline 0800 362 468 in the first instance for advice. Free available veterinary care could save the animal's life.

If you live close to an ecologically sensitive area you are encouraged to take greater steps to protect local wildlife from predation.

#### Emergency Preparedness

All cat owners should develop their own plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal and any medications
- a cat carrier to transport a cat to a safe a location, in case of a need to evacuate
- a litter tray
- a backup plan in case primary caregivers are unable to take care of animals
- microchip details up to date with the NZCAR.

If an emergency event occurs cats should be kept inside in case there is the need to evacuate and need to locate them quickly.

#### Costs

Cats need your care and attention. Owning a cat is rewarding but there are costs that come with ownership. In 2015, the New Zealand Companion Animal Council (NZCAC) estimated that caring for a cat costs around \$670 a year. Costs include food, veterinary care, flea and worming treatments and care of your cat while you are travelling.

Pet insurance can also be beneficial when it comes to paying for veterinary treatments in the event a cat becomes ill or has an injury For more information see:  
[www.newzealandnow.govt.nz/resources/owning-a-cat](http://www.newzealandnow.govt.nz/resources/owning-a-cat).

#### Unwanted cats:

Never abandon or harm unwanted cats. Here is the SPCA's advice on rehoming your pet.  
<http://www.rnzspca.org.nz/help-advice/re-homing-your-pet>

#### End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. ~~In many cases~~ This is often arranged through a veterinarian. ~~If burying at home, the burial should be done in an appropriate manner, such as away from waterways.~~ If home burial is elected, beware that animals that have been euthanased by a veterinarian will contain drugs that are toxic to scavengers. Deep burying away from waterways will prevent secondary poisonings. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

#### Minimising nuisance

~~Providing a litter tray may stop your cat doing its business on your~~ a suitable area for your cat to go to the toilet will reduce the likelihood of your cat using the vegetable patch, neighbouring gardens or creating any health issues. This can be done through providing a ~~normal indoor~~ litter tray situated in a quiet area away from main thoroughfares or noise and away from where the cat eats, or creating an area of soft soil or sand in the garden. ~~This will require regular cleaning up but may help reduce cat nuisance.~~

~~Some people chose to keep their cats in at night and this offers some cat welfare benefits such as they are less likely to be hurt in fights, pick up disease, or be hit by cars.~~

#### Resolving disputes

If you suspect your or your neighbour's cat has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444

If you suspect there are animal welfare issues, please call the SPCA on 389 8044

#### Further information

Further information can be found on WCC website: <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)
- Animal Welfare Act 1999

#### Other

<http://www.animalregister.co.nz>

<http://www.newzealandnow.govt.nz/resources/owning-a-cat>

MPI Animal Welfare (Companion Cats) Code of Welfare 2007  
Draft NZ Cat Management Strategy (2016)



### **Poultry Factsheet Caring for your Poultry**

Wellingtonians may own chickens and other such poultry as pets, or for the purpose of harvesting of eggs. Encouraging urban agriculture is an important part of enabling Wellingtonians to be resilient. This factsheet provides some advice on responsible poultry ownership. To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play, and ensuring a positive mental state are vital. This factsheet gives some advice on how these elements can be provided for your poultry.

Poultry includes bird types such as chickens, ducks, geese, roosters, swans, and peacocks. As a poultry owner you have responsibilities toward your poultry and members of the community to not cause nuisance.

#### **Limits on numbers**

There are limitations within urban areas, in accordance with the Animal Bylaw. Permission is required from the Council to have more than eight poultry or to keep a rooster in an urban area. It is difficult to manage roosters to stop them from crowing loudly, so there is high probability that nuisance will occur when kept in urban areas.

Poultry are social animals and it is recommended you keep more than one. However, keeping a large number of poultry can create issues such as noise and odour, and public health issues if kept in unsatisfactory conditions. This problem is exaggerated in urban areas where many households are close together.

#### **Getting Permission**

Applications for permission to keep poultry and roosters in urban areas should be made to the Council and detail the following:

- address of the property, and contact details for the applicant
- the number of poultry/roosters the applicant wishes to keep
- any relevant information about the welfare, hygiene, control, and confinement
- any steps taken by the applicant to minimise any nuisance (including if they have discussed their application with neighbours)
- any other information the applicant may see as being relevant.

#### **Housing your poultry**

Before obtaining any poultry, the proper containment and provision of shelter needs to be considered, particularly in urban areas. Poultry should not be able to leave your property to roam. As well as a chicken coop for sleeping and egg laying, either an enclosed run or adequate fencing of your property is required to keep your chickens safe. Chickens will generally only go into their house to sleep, they won't go into their house during bad weather. For this reason they need to be provided with an alternative shelter so they can get out of the rain.

When starting out with two or three chickens, providing an approximate space of 10 square metres is recommended. More chickens would require more space. If your poultry are too cramped they are likely to fight or have other behavioural issues and will require much more frequent cleaning up after.

It is recommended your enclosed, rainproof chicken coop is set away from neighbouring fences, and that there is consideration of the location of the coop structure to avoid any nuisance. It is advised that you speak with your neighbours before taking ownership of any chickens. Providing facilities for roosting (e.g. perches), a surface for pecking and scratching, and a secluded nesting area is an expectation of chicken owners. Perches

should be quite wide (around 10 centimetres), positioned off the ground and in a manner so chickens are able to comfortably perch when roosting. Poultry will also need enrichment and mental stimulation, this can be provided with food, toys such as swings, and an area to dust bathe in.

#### Poultry hygiene

Responsible animal ownership includes ensuring they do not cause public health concerns. Owners need to ensure they do as much as possible to keep the area clean, with chicken coops thoroughly cleaned out at least once a week. Nesting boxes and the floor of your chicken coop should be kept clean and dry. You could line them with hay, untreated wood chips, sawdust, or shredded newspaper so it can be easily removed when cleaned out.

To avoid unpleasant smells, attracting flies to breed, mice to shelter and/or rats looking for food, owners should not allow excess food and chicken bedding waste to accumulate. At least once a week, make sure waste is collected, bagged, and disposed of. Scattering food across the ground can attract rodents. Owners can control this by using vermin proof receptacles specifically for poultry feeding. This also keeps the rain out, meaning your poultry have dry pellets or grain. Food should also be stored out of reach of rats, in a sealed shed.

#### Sourcing your chickens

Remember that when hatching chickens from eggs, 50 percent of eggs hatched may be roosters. In urban areas this can result in roosters that cannot be kept without permission. Ethically sourced poultry is recommended, such as rescue hens. Battery farms often only keep hens for around 14 months and then they require new homes.

#### Poultry care courses

There are courses available locally within Wellington to help with the basics of choosing the appropriate poultry for your situation and getting the right set up for your chickens and poultry to be comfortable. Gaining practical knowledge and experience prior to obtaining poultry is recommended.

#### Poultry Costs

The costs of poultry and poultry set-ups vary. Chickens from suppliers generally charge \$15 to \$30 per chicken depending on the breed. Rescue hens that have been discarded by local factories are available from Helping You Help Animals for \$5. Chicken coops vary as they can be self-made, bought second hand from Trade Me or for as much as \$400 to \$500 new. A chicken run is also required. These require chicken wire and stakes generally sourced from hardware stores or Trade Me. There are other ongoing costs also such as food and veterinary care. Arrangements will also have to be made for the care of your poultry whilst you are travelling.

#### Emergency Preparedness

All poultry owners should develop their own plans to care for their animals during emergencies. This can be part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal
- a means of moving an animal to a safe a location in case of need to evacuate, such as a box to contain your poultry
- a backup plan in case primary caregivers are unable to take care of animals.

#### End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. In many cases this is arranged through a vet. If burying at home, the burial should be done in an appropriate manner, such as away from waterways. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

For poultry that are kept for meat purposes, some people may consider homekill. This is when animals are slaughtered and butchered for your consumption and use. It is illegal to sell or trade homekill meat. The poultry can be killed by you on your property, or a listed homekill service provider can be hired. There are legal requirements on you as the owner to ensure there is no unreasonable suffering, or unnecessary pain or distress. If you are considering homekill please see MPI for advice. You are responsible for meeting legal obligations for animal welfare in the Animal Welfare Act and Codes of Welfare.

#### Resolving disputes

If you suspect your or your neighbour's poultry has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444.

If you suspect there are animal welfare issues, please call SPCA on 389 8044.

#### Further information

Further information can be found on WCC website - <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)
- Animal Welfare Act



## **Bee Factsheet Caring for Bees**

Beekeeping is becoming more popular in Wellington with more people choosing to care for bees. Bees are very important for the environment as they pollinate crops and gardens. However bees kept in urban areas have the potential to cause a nuisance and therefore good hive management is important.

### Beekeeping – the basics

Bees forage for nectar, pollen, and water within a radius of up to 3 kilometres from the hive. The presence of too many bees in a single area can cause competition for food sources. It is not recommended that properties in urban areas have more than four hives, as this ensures enough food sources for all bees in the area and bee numbers do not become a nuisance or intimidate neighbours. Before obtaining any bees it is recommended that you speak with neighbours first.

### Minimising nuisances

#### *Flight path management*

Depending on the size and suitability of your property, consider the number of hives, suitability of fencing, and controls to limit potential nuisances. Hives should be positioned so they don't become a nuisance, preferably in a sheltered and sunny spot. Avoid placing hives close to a neighbour's house or driveway, or near frequently used areas such as vegetable gardens, clotheslines, or children's play areas. In a residential section the hive should be situated behind a 2-metre high fence, trellis, or hedge so that the bees have to fly up above anyone walking around – especially your next door neighbour.

Bees defecate small round waxy yellow spots usually soon after leaving the hive and sometimes beekeepers receive complaints from neighbours about bee droppings on windows, freshly washed cars, and washing. If bee flightpaths become a nuisance, the problem may be alleviated by turning the hive so that the entrance faces a different direction or moving it to another location on the section (no more than 1 to 2 metres per day otherwise bees may get lost). It is important that flightpaths are not directed across pathways on private and public land. Beekeeping associations may be able to provide further advice on this topic (see below).

#### *Water*

Beekeepers should provide water within several metres of the hive if no natural resources are available. This will reduce visits by thirsty bees to neighbours' wet washing, swimming pools, and bird baths etc. Provide water by letting a tap drip very slowly into a shallow dish or tray containing sand or pebbles (so bees won't drown when drinking).

#### *Nectar/Pollen*

Bees should have access to a variety of bee-friendly plants and trees preferably as close to the hive as possible. Garden catalogues often identify which plants attract bees. You can also visit <http://www.treesforbees.org.nz>.

#### *Swarm prevention*

Although swarming is the natural means of dispersal of honey bee colonies, responsible beekeepers can minimise swarming in urban areas by re-queening on an annual basis, splitting a nucleus colony from populous hives (artificial swarming), and re-queening colonies that have been started from swarms.

### Community Beekeeping

Permission is required to keep bees on any Council administered land, such as parks and reserves. Applications are assessed by the Council, and may be granted subject to conditions. If a licence is approved, a fee is payable. For more information on applications and the conditions, please see Wellington City Council Guidelines for Community Beekeeping on Public Land, available on the website.

#### Legal Requirements

Beekeepers are required by law to register their apiary withASUREQuality Ltd to enable surveillance of hives for exotic pests and diseases. Beekeepers must display their Apiary Registration number at each apiary (usually on each hive). More information on pest management can be found at [afb.org.nz](http://afb.org.nz). Monitoring needs to be carried out to protect honey bees from exotic pests and diseases.

It is not necessary to obtain a licence from the Council to keep bees on private land in Wellington City.

#### Colony Loss

Colony loss is estimated to have affected 10% of colonies in 2016.

Colony loss can be reduced by focusing on three main issues:

- Ensure the bees have sufficient food throughout winter and during the spring build-up.
  - In autumn, leave enough honey in the hive for the bees to eat throughout winter as there will be times when the bees cannot forage due to bad weather. The honey contains pollen which the bees utilise.
  - However, if the surplus honey is consumed, feed the hives with sugar syrup, ensuring there is surplus for the bees to store.
- Control varroa, an external mite that feeds on adult bees and pupae, in spring and autumn, with registered miticides.
- Control wasps in the area with registered baits. Wasps kill honey bee colonies that have reduced in size over winter and cannot defend the honey bee pupae and the winter stores.

#### Starting with Bees

The best way to test your liking for beekeeping is to gain practical experience before you get hives of your own – either with an individual beekeeper or by joining the local beekeeping club. If you are not prepared to look after hives properly, do not get any. Varroa is a parasitic mite that will kill any colonies that are not managed on a regular basis, and neglected hives are a nuisance to the public and a potential source of bee diseases. In general, hives will need to be checked or ‘worked’ by the beekeeper at least every three weeks in summer and about once or twice over the winter months.

#### Beekeeper Costs

You will need a protective suit (usually one-piece that includes a veil); gumboots, gloves, a smoker and hive tool (about \$250 in total). An initial hive with four boxes will cost about \$400, a nucleus colony of bees with a new queen (\$250). Apiary registration (a legal requirement) costs about \$35. All up you should be prepared to pay about \$1,000 initially for one hive. Two hives will cost about \$1650 in total. It is recommended that you start with two nucleus colonies as an insurance against one queen failing. If this happens you can unite the hives or swap broods between them.

#### Resolving issues

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If you suspect your or your neighbour's bees have become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444.

Further information

Further information can be found on WCC website - <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)

Other useful websites about bees and beekeeping:

Wellington Beekeepers Association. - <http://www.beehive.org.nz/>

American Foulbrood Pest Management Plan – <http://www.afb.org.nz>

Trees For Bees - <http://www.treesforbees.org.nz>

AsureQuality - <http://www.asurequality.com>

Apiculture NZ - [www.apinz.org.nz](http://www.apinz.org.nz)

## Livestock Factsheet

### Traditional stock and companions?

Wellingtonians on occasion have keep animals as pets that were traditionally kept as livestock. This includes sheep, pigs, llamas, alpacas, donkeys, goats, cattle, and horses. However, in urban areas, there is higher probability that nuisance may occur. Whether kept as pets or for the purpose of being farmed, responsible ownership is vital. To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play and ensuring a positive mental state are vital. This factsheet provides advice on how these elements can be provided for your livestock.

### Stock animals – the basics

As with all animals, livestock rely on owners to provide for a number of essentials. Responsible pet ownership helps ensure animals do not create any nuisance or welfare related issues. Before obtaining any livestock the suitability and size of your property should be considered for the type of stock in mind. All animals require shelter and a form of housing, to be contained on a property with fencing, drainage, and waste disposal to limit any potential nuisances. It is also important to remember that you are responsible for the health of your animal, including veterinary care.

### Caring for your livestock

Stock animals need to be provided with fresh food and water daily and to be kept in clean environments, with dry and warm sleeping areas. A number of materials can be used for such purposes, such as hay, sawdust, and untreated wood chips that should be cleaned and replaced at least once a week.

### Hygiene

Responsible ownership includes ensuring your livestock do not cause public health concerns. Owners need to ensure they do as much as possible to keep the area in and around a stock housing structure clean.

It is strongly recommended that cleaned out bedding is removed from the property within a week. Vermin such as mice and rats can become an issue if food is left out and on the ground. Rat and mouse excrement can contaminate livestock feed and water, as well as expose humans to the diseases rats and mice carry in their excrement. Vermin proof receptacles are available, which also keep out the rain, providing stock with good access to food.

### Tethering of stock animals

Tethering is sometimes used as a method of confining animals. Routine tethering is unacceptable and such a method should only be carried out for temporary and short periods of time. If tethering is necessary, the animal must be checked on regularly, ~~at least once every 12 hours~~ to check there is enough food and water and that the animal has not become entangled. Clean fresh water should be placed well within the perimeter of the tether, as well as supplementary food where grazing is not possible. There should also be shelter from weather conditions. A strong tether such as a light chain with a durable collar is recommended to keep the animal secure.

### Walking your stock in public

Exercise and mental stimulation is important for all animals. As with dogs, it is important that stock be kept on a lead and under control at all times. This will ensure the safety of the animal and members of the community. Any mess left by the animal should also be appropriately cleaned up and disposed of.

### Emergency Preparedness

All livestock owners should develop their own plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- At least 7 days' worth of food and water per animal
- A means of moving an animal to a safe a location in case of need to evacuate
- A back up plan in case primary caregivers are unable to take care of animals.

### Goat Tags

The population of feral goats is managed in Wellington and therefore all owned goats must wear an ear tag (an RFID, radio frequency identification device or similar) or collar to indicate they are not feral.

### End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. In many cases this is arranged through a vet. If burying at home, the burial should be done in an appropriate manner, such as away from waterways. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

For livestock that are kept for meat purposes, some people may consider homekill. This is when animals are slaughtered and butchered for your consumption and use. It is illegal to sell or trade homekill meat. The animal can be killed by you on your property, or a listed homekill service provider can be hired. There are legal requirements on you as the owner to ensure there is no unreasonable suffering, or unnecessary pain or distress. If you are considering homekill please see MPI for advice. You are responsible for meeting legal obligations for animal welfare in the Animal Welfare Act and Codes of Welfare.

### Resolving disputes

If you suspect your or your neighbour's livestock has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444

If you suspect there are animal welfare issues, please call the SPCA on 389 8044

### Further information

Further information can be found on the following websites: [www.wellington.govt.nz](http://www.wellington.govt.nz)

- Animal Bylaw (2016)
- Animal Policy (2017)
- [www.mpi.govt.nz](http://www.mpi.govt.nz)
- Animal Welfare (Goats), Code of Welfare 2012

# Appendix D

## Amended Policy and Factsheets

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### Animal Policy

#### 1 Introduction

This Policy has been developed to support the responsible care of animals and promote animal welfare, minimise incidents of harm and nuisance relating to animals, and to aid the implementation of the Animal Bylaw. It sets out:

- the legal framework and key requirements for animal owners
- goals for animals in Wellington
- what the Council does,
- where you can go for further information.

As part of the Policy the Council also has developed factsheets for pet owners, their neighbours, and Wellingtonians. They include general information for animal owners and others to look after their pets, as well as tips for people who have issues with neighbour's pets. They also include sources of further useful information.

#### 2 Legal framework

The Council adopted the revised Animal Bylaw in August 2016. Amongst other things, the Bylaw requires animal owners and people in charge of animals to:

- ensure their animal has adequate physical wellbeing through acceptable nutrition, environmental, health, behavioural stimulus, and adequate mental well-being; and
- not cause a nuisance to any other person.

These Bylaw requirements are aligned with obligations in the Animal Welfare Act 1999, which also apply to owners and persons in charge of animals.

Dogs and designated dog off-leash areas are covered separately in the Dog Policy, developed under the Dog Control Act 1996. Non-domestic animals in Wellington are largely managed through Our Natural Capital – Wellington's Biodiversity Strategy & Action Plan and Greater Wellington Regional Council's Regional Pest Management Strategy.

#### 3 Goals for animals in Wellington

Animals in Wellington are entitled to lead healthy and happy lives. Five domains need to be satisfied to ensure that animals are leading happy lives:

- nutrition: animals are provided with suitable nutritious food and clean water
- environment: animals have a safe home in an appropriate environment with suitable shelter
- health: animals are physically healthy and have access to veterinary care
- behaviour: animals participate in satisfying and engaging activities and play
- mental state: animals experience positive emotions.

Keeping animals in poor conditions and in unmanageable quantities can lead to animal welfare issues. This can create a wide variety of issues for communities and can also have public health impacts.

Animals that roam are more likely to be injured and could potentially cause nuisance to other people in the neighbourhood.

#### *Related Goals*

The Council strategy '*Our Natural Capital: Wellington's biodiversity strategy & action plan*' aims to protect and restore our indigenous biodiversity. To meet this aim we promote the role of responsible pet ownership in protecting wildlife in our open spaces.

#### *Emergency Preparedness*

All pet owners should make plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal and any necessary medications
- a cat carrier, dog leash or other appropriate means to transport a pet to a safe a location, in case of a need to evacuate
- a backup plan in case primary caregivers are unable to take care of animals

The above is not an exhaustive list and will need to be tailored depending on the type of pet that an owner has.

#### 4. What the Council does

To support owners and the welfare of animals in Wellington, the Council:

- investigates and responds to public complaints and queries
- works closely with the SPCA and community partners to encourage responsible animal care
- assists animal owners to meet their responsibilities through education;
- supports the gradual reduction of stray cat numbers through humane management practices,

Under the Bylaw, the Council may seize any domestic animal (other than domestic cats) found at large and not on their owner's property. If a seized animal is unable to be returned to its owner after 7 days, the Council may sell, re-home, or otherwise dispose of the animal.

The Council will endeavour to return any seized animal to their owner, including scanning animals for microchips.

The Council works with community partners, such as the SPCA, to ensure that a suitable arrangements are made for each animal.

#### *Ill-treatment of animals*

In Wellington City the SPCA enforces the Animal Welfare Act 1999. The Council endeavours to support them in this role, and may share information and resources in accordance with the Privacy Act 1993.

#### *Feral animals*

Releasing any deer, pig, goat, chamois or tahr is an offence under the Wild Animal Control Act 1977. Management of feral animals in Wellingtons high native biodiversity value areas is covered by the Greater Wellington Regional Council's Regional Pest Management Strategy. For detailed information about feral animals, contact Greater Wellington Regional Council.

#### 5. Further information

Wellington City Council (2016), Wellington Consolidated Bylaw: Part 2 – Animals  
Greater Wellington Regional Council, Regional Pest Management Strategy  
Ministry for Primary Industries (2007), Companion Cats: Code of Welfare  
National Cat Management Strategy Group (2016), Draft New Zealand National Cat  
Management Strategy Background Document  
Biosecurity (National American Foulbrood Pest Management Plan) Order 1998



## Caring for your Cat

Cats are a popular choice of companion pet for Wellingtonians. WCC supports responsible pet ownership. Cats are not commonly confined to their owners' properties and this raises the potential for nuisance behaviours and conflict with people and other animals including and wildlife. To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play and ensuring a positive mental state are vital. This factsheet aims to provide advice on how these elements can be provided for your cat.

This fact sheet refers to 'ownership'. This includes any cat you own or one which is in your care.

### Your cat

As a cat owner you have responsibilities toward your cat, other animals, and members of the community. Responsible cat ownership includes:

- caring for your pet's welfare needs,
- desexing
- microchipping and registering the microchip with the New Zealand Companion Animal Register (NZCAR).

There are also local requirements and standards for keeping a cat that must be adhered to. These are:

- Wellington City Consolidated Bylaw 2008, Part 2: Animals (Animals Bylaw)
- Wellington City Council, Animal Policy, 2017.

### Microchipping

All Wellington cats must be microchipped by 12 weeks of age, in accordance with the Council's Animal Bylaw requirements. The microchip must be registered with the New Zealand Companion Animal Register, which records the owners contact details. If a cat is separated from its owners, its microchip can be scanned. The microchip number can be matched to that recorded on the NZCAR by a registered implanter and the owners contacted. Owners must remember to update the register when contact details change. You can do this yourself through the NZCAR website: [www.animalregister.co.nz](http://www.animalregister.co.nz).

### Microchips can help you and your cat stay together

In emergency situations such as earthquakes registered microchips have proven an effective method of reuniting cats and owners. In the Canterbury earthquakes thousands of pets went missing. More than 80 per cent of animals that were microchipped were quickly reunited with their owners. Microchipping and registering details on the NZCAR also means if your cat is involved in an accident and injured or killed, it can be scanned for a microchip and you can be contacted.

### Desexing

As a responsible cat owner you should desex your cat. Cat overpopulation through indiscriminate breeding results in thousands of cats and kittens being presented to welfare organisations each year. Unwanted cats and kittens may also be inhumanely killed or abandoned. Desexing your companion cat is an effective tool for preventing this problem. To manage the problem of unwanted kittens, early age desexing can be undertaken. Cats usually reach puberty between 6-9 months, however some can reproduce as early as 4 months of age. To undergo early desexing, a kitten must be in good health and have reached a certain weight (usually around 1 kilogram). Further guidance on desexing is available through a veterinarian. For further guidance you should discuss desexing with a vet.

### Getting a Cat

Before obtaining a cat you may want to consider ethically sourcing a cat from a rescue centre. In most cases they will already be desexed and microchipped and there are many unwanted cats and kittens in need of a home.

### Safe Home

Keeping your cat as an indoor cat improves your cat's welfare. Cats are less likely to be involved in traffic accidents or get into fights which can result in painful injury and the possibility of contracting feline aids or other diseases. Keeping a cat inside can reduce these risks. However to have a happy and healthy indoor cat you'll need environmental enrichment.

### Lost cats

In the unfortunate event of your cat going missing, there are a number of steps you can take to find your cat:

- report your microchipped pet as missing to the NZCAR and check that your contact details are up to date.
- produce flyers and distribute them around your neighbourhood. You can find a free poster template on the NZCAR website.
- search locally, check with your neighbours and ask them to check their properties
- place an ad on Petsonthenet, Neighbourly, Trademe Lost and Found section and other social media sites.
- contact your local veterinarians, SPCA's and animal shelters.
- if you have recently moved check your previous property.

If you find a cat you suspect is lost, there are numerous avenues that you can use to find the cats owner:

- put a paper collar around the cat's neck and see if anyone responds to it. The NZCAR in association with Wellington SPCA, have created a downloadable template for the collar.
- take the cat to your local SPCA or veterinary clinic to have them checked for a microchip. If registered on the NZCAR this will allow them to quickly be returned home.
- notify your local veterinary clinic, SPCA and rescue centres.
- list the found cat on missing pet sites such as Petsonthenet, Neighbourly, Trademe lost and Found section and other social media sites.
- produce flyers and distribute them around your neighbourhood

### Stray and feral cats in Wellington

There are three recognised groupings of cats: domestic, stray and feral cats.

**Domestic cats** live with people as companions and are dependent on humans for their welfare. It is recognised that domestic cats are important companions to many Wellingtonians.

**Stray cats** are companion cats which are lost or abandoned and living as an individual or in a group (colony). They have many of their needs indirectly supplied by people. They live around centres of human habitation, either individually or in a colony. Stray cats can also breed with undesexed domestic cats. Stray cat populations can provide unsuitable living conditions for cats due to the lack of care cats receive.

**Feral cats** have none of their needs provided by people and do not live around centres of human habitation.

Feral cat management in Wellington is covered by the Greater Wellington Regional Council's Regional Pest Management Strategy. For detailed information about feral cat management, contact Greater Wellington Regional Council.

The Council supports the gradual reduction of stray cats through humane management practices.

#### Love your cat and love your wildlife

Wellingtonians care about our native wildlife, and we are living in a city rich with it. Cats can hunt native wildlife – even well fed cats will hunt. If you own a cat, here are some things you can do to reduce its impact on our native birds and lizards:

- containing your cat inside or to a safe enclosed area, away from sensitive wildlife
- cat curfew - keeping your cat indoors at night means great cuddles and reducing its chances of hunting.
- monitored outdoor time
- anti-predation collars or attaching a bell to a quick release collar can help reduce predation.
- avoid feeding birds in your backyard

If containing your cat, it is important that your cat is provided with entertainment and fun mental stimulation. Enrichment may include, providing places to hide and scratch, puzzle feeders and human interaction through playtime. Cats naturally want to climb upwards so provision of vertical space is beneficial, such as a cat tower. Time outside in a contained environment can also be achieved through an enclosed deck or garden area, a screened window or patio.

If your cat does catch any *native* wildlife please contact the DOC hotline 0800 362 468 in the first instance for advice. Free available veterinary care could save the animal's life.

If you live close to an ecologically sensitive area you are encouraged to take greater steps to protect local wildlife from predation.

#### Emergency Preparedness

All cat owners should develop their own plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal and any medications
- a cat carrier to transport a cat to a safe a location, in case of a need to evacuate
- a litter tray
- a backup plan in case primary caregivers are unable to take care of animals
- microchip details up to date with the NZCAR.

If an emergency event occurs cats should be kept inside in case there is the need to evacuate and need to locate them quickly.

#### Costs

Cats need your care and attention. Owning a cat is rewarding but there are costs that come with ownership. In 2015, the New Zealand Companion Animal Council (NZCAC) estimated that caring for a cat costs around \$670 a year. Costs include food, veterinary care, flea and worming treatments and care of your cat while you are travelling.

Pet insurance can also be beneficial when it comes to paying for veterinary treatments in the event a cat becomes ill or has an injury. For more information see:  
[www.newzealandnow.govt.nz/resources/owning-a-cat](http://www.newzealandnow.govt.nz/resources/owning-a-cat).

Unwanted cats:

Never abandon or harm unwanted cats. Here is the SPCA's advice on rehoming your pet.  
<http://www.rnzspca.org.nz/help-advice/re-homing-your-pet>

End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. This is often arranged through a veterinarian. If home burial is elected, beware that animals that have been euthanased by a veterinarian will contain drugs that are toxic to scavengers. Deep burying away from waterways will prevent secondary poisonings. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

Minimising nuisance

Providing a suitable area for your cat to go to the toilet will reduce the likelihood of your cat using the vegetable patch, neighbouring gardens or creating any health issues. This can be done through providing a litter tray situated in a quiet area away from main thoroughfares or noise and away from where the cat eats, or creating an area of soft soil or sand in the garden.

Resolving disputes

If you suspect your or your neighbour's cat has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444

If you suspect there are animal welfare issues, please call the SPCA on 389 8044

Further information

Further information can be found on WCC website: <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)
- Animal Welfare Act 1999

Other

<http://www.animalregister.co.nz>

<http://www.newzealandnow.govt.nz/resources/owning-a-cat>

MPI Animal Welfare (Companion Cats) Code of Welfare 2007

Draft NZ Cat Management Strategy (2016)

### Caring for your Poultry

Wellingtonians may own chickens and other such poultry as pets, or for the purpose of harvesting of eggs. Encouraging urban agriculture is an important part of enabling Wellingtonians to be resilient. This factsheet provides some advice on responsible poultry ownership. To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play, and ensuring a positive mental state are vital. This factsheet gives some advice on how these elements can be provided for your poultry.

Poultry includes bird types such as chickens, ducks, geese, roosters, swans, and peacocks. As a poultry owner you have responsibilities toward your poultry and members of the community to not cause nuisance.

#### Limits on numbers

There are limitations within urban areas, in accordance with the Animal Bylaw. Permission is required from the Council to have more than eight poultry or to keep a rooster in an urban area. It is difficult to manage roosters to stop them from crowing loudly, so there is high probability that nuisance will occur when kept in urban areas.

Poultry are social animals and it is recommended you keep more than one. However, keeping a large number of poultry can create issues such as noise and odour, and public health issues if kept in unsatisfactory conditions. This problem is exaggerated in urban areas where many households are close together.

#### Getting Permission

Applications for permission to keep poultry and roosters in urban areas should be made to the Council and detail the following:

- address of the property, and contact details for the applicant
- the number of poultry/roosters the applicant wishes to keep
- any relevant information about the welfare, hygiene, control, and confinement
- any steps taken by the applicant to minimise any nuisance (including if they have discussed their application with neighbours)
- any other information the applicant may see as being relevant.

#### Housing your poultry

Before obtaining any poultry, the proper containment and provision of shelter needs to be considered, particularly in urban areas. Poultry should not be able to leave your property to roam. As well as a chicken coop for sleeping and egg laying, either an enclosed run or adequate fencing of your property is required to keep your chickens safe. Chickens will generally only go into their house to sleep, they won't go into their house during bad weather. For this reason they need to be provided with an alternative shelter so they can get out of the rain.

When starting out with two or three chickens, providing an approximate space of 10 square metres is recommended. More chickens would require more space. If your poultry are too cramped they are likely to fight or have other behavioural issues and will require much more frequent cleaning up after.

It is recommended your enclosed, rainproof chicken coop is set away from neighbouring fences, and that there is consideration of the location of the coop structure to avoid any nuisance. It is advised that you speak with your neighbours before taking ownership of any chickens. Providing facilities for roosting (e.g. perches), a surface for pecking and scratching, and a secluded nesting area is an expectation of chicken owners. Perches

should be quite wide (around 10 centimetres), positioned off the ground and in a manner so chickens are able to comfortably perch when roosting. Poultry will also need enrichment and mental stimulation, this can be provided with food, toys such as swings, and an area to dust bathe in.

#### Poultry hygiene

Responsible animal ownership includes ensuring they do not cause public health concerns. Owners need to ensure they do as much as possible to keep the area clean, with chicken coops thoroughly cleaned out at least once a week. Nesting boxes and the floor of your chicken coop should be kept clean and dry. You could line them with hay, untreated wood chips, sawdust, or shredded newspaper so it can be easily removed when cleaned out.

To avoid unpleasant smells, attracting flies to breed, mice to shelter and/or rats looking for food, owners should not allow excess food and chicken bedding waste to accumulate. At least once a week, make sure waste is collected, bagged, and disposed of. Scattering food across the ground can attract rodents. Owners can control this by using vermin proof receptacles specifically for poultry feeding. This also keeps the rain out, meaning your poultry have dry pellets or grain. Food should also be stored out of reach of rats, in a sealed shed.

#### Sourcing your chickens

Remember that when hatching chickens from eggs, 50 percent of eggs hatched may be roosters. In urban areas this can result in roosters that cannot be kept without permission. Ethically sourced poultry is recommended, such as rescue hens. Battery farms often only keep hens for around 14 months and then they require new homes.

#### Poultry care courses

There are courses available locally within Wellington to help with the basics of choosing the appropriate poultry for your situation and getting the right set up for your chickens and poultry to be comfortable. Gaining practical knowledge and experience prior to obtaining poultry is recommended.

#### Poultry Costs

The costs of poultry and poultry set-ups vary. Chickens from suppliers generally charge \$15 to \$30 per chicken depending on the breed. Rescue hens that have been discarded by local factories are available from Helping You Help Animals for \$5. Chicken coops vary as they can be self-made, bought second hand from Trade Me or for as much as \$400 to \$500 new. A chicken run is also required. These require chicken wire and stakes generally sourced from hardware stores or Trade Me. There are other ongoing costs also such as food and veterinary care. Arrangements will also have to be made for the care of your poultry whilst you are travelling.

#### Emergency Preparedness

All poultry owners should develop their own plans to care for their animals during emergencies. This can be part of a wider household emergency plan. Animal owners should plan to have:

- at least 7 days' worth of food and water per animal
- a means of moving an animal to a safe a location in case of need to evacuate, such as a box to contain your poultry
- a backup plan in case primary caregivers are unable to take care of animals.

#### End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. In many cases this is arranged through a vet. If burying at home, the burial should be done in an appropriate manner, such as away from waterways. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

For poultry that are kept for meat purposes, some people may consider homekill. This is when animals are slaughtered and butchered for your consumption and use. It is illegal to sell or trade homekill meat. The poultry can be killed by you on your property, or a listed homekill service provider can be hired. There are legal requirements on you as the owner to ensure there is no unreasonable suffering, or unnecessary pain or distress. If you are considering homekill please see MPI for advice. You are responsible for meeting legal obligations for animal welfare in the Animal Welfare Act and Codes of Welfare.

#### Resolving disputes

If you suspect your or your neighbour's poultry has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444.

If you suspect there are animal welfare issues, please call SPCA on 389 8044.

#### Further information

Further information can be found on WCC website - <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)
- Animal Welfare Act

## Caring for Bees

Beekeeping is becoming more popular in Wellington with more people choosing to care for bees. Bees are very important for the environment as they pollinate crops and gardens. However bees kept in urban areas have the potential to cause a nuisance and therefore good hive management is important.

### Beekeeping – the basics

Bees forage for nectar, pollen, and water within a radius of up to 3 kilometres from the hive. The presence of too many bees in a single area can cause competition for food sources. It is not recommended that properties in urban areas have more than four hives, as this ensures enough food sources for all bees in the area and bee numbers do not become a nuisance or intimidate neighbours. Before obtaining any bees it is recommended that you speak with neighbours first.

### Minimising nuisances

#### *Flight path management*

Depending on the size and suitability of your property, consider the number of hives, suitability of fencing, and controls to limit potential nuisances. Hives should be positioned so they don't become a nuisance, preferably in a sheltered and sunny spot. Avoid placing hives close to a neighbour's house or driveway, or near frequently used areas such as vegetable gardens, clotheslines, or children's play areas. In a residential section the hive should be situated behind a 2-metre high fence, trellis, or hedge so that the bees have to fly up above anyone walking around – especially your next door neighbour.

Bees defecate small round waxy yellow spots usually soon after leaving the hive and sometimes beekeepers receive complaints from neighbours about bee droppings on windows, freshly washed cars, and washing. If bee flightpaths become a nuisance, the problem may be alleviated by turning the hive so that the entrance faces a different direction or moving it to another location on the section (no more than 1 to 2 metres per day otherwise bees may get lost). It is important that flightpaths are not directed across pathways on private and public land. Beekeeping associations may be able to provide further advice on this topic (see below).

#### *Water*

Beekeepers should provide water within several metres of the hive if no natural resources are available. This will reduce visits by thirsty bees to neighbours' wet washing, swimming pools, and bird baths etc. Provide water by letting a tap drip very slowly into a shallow dish or tray containing sand or pebbles (so bees won't drown when drinking).

#### *Nectar/Pollen*

Bees should have access to a variety of bee-friendly plants and trees preferably as close to the hive as possible. Garden catalogues often identify which plants attract bees. You can also visit <http://www.treesforbees.org.nz>.

#### *Swarm prevention*

Although swarming is the natural means of dispersal of honey bee colonies, responsible beekeepers can minimise swarming in urban areas by re-queening on an annual basis, splitting a nucleus colony from populous hives (artificial swarming), and re-queening colonies that have been started from swarms.

### Community Beekeeping



Permission is required to keep bees on any Council administered land, such as parks and reserves. Applications are assessed by the Council, and may be granted subject to conditions. If a licence is approved, a fee is payable. For more information on applications and the conditions, please see Wellington City Council Guidelines for Community Beekeeping on Public Land, available on the website.

#### Legal Requirements

Beekeepers are required by law to register their apiary withASUREQuality Ltd to enable surveillance of hives for exotic pests and diseases. Beekeepers must display their Apiary Registration number at each apiary (usually on each hive). More information on pest management can be found at [afb.org.nz](http://afb.org.nz). Monitoring needs to be carried out to protect honey bees from exotic pests and diseases.

It is not necessary to obtain a licence from the Council to keep bees on private land in Wellington City.

#### Colony Loss

Colony loss is estimated to have affected 10% of colonies in 2016.

Colony loss can be reduced by focusing on three main issues:

- Ensure the bees have sufficient food throughout winter and during the spring build-up.
  - In autumn, leave enough honey in the hive for the bees to eat throughout winter as there will be times when the bees cannot forage due to bad weather. The honey contains pollen which the bees utilise.
  - However, if the surplus honey is consumed, feed the hives with sugar syrup, ensuring there is surplus for the bees to store.
- Control varroa, an external mite that feeds on adult bees and pupae, in spring and autumn, with registered miticides.
- Control wasps in the area with registered baits. Wasps kill honey bee colonies that have reduced in size over winter and cannot defend the honey bee pupae and the winter stores.

#### Starting with Bees

The best way to test your liking for beekeeping is to gain practical experience before you get hives of your own – either with an individual beekeeper or by joining the local beekeeping club. If you are not prepared to look after hives properly, do not get any. Varroa is a parasitic mite that will kill any colonies that are not managed on a regular basis, and neglected hives are a nuisance to the public and a potential source of bee diseases. In general, hives will need to be checked or ‘worked’ by the beekeeper at least every three weeks in summer and about once or twice over the winter months.

#### Beekeeper Costs

You will need a protective suit (usually one-piece that includes a veil), gumboots, gloves, a smoker and hive tool (about \$250 in total). An initial hive with four boxes will cost about \$400, a nucleus colony of bees with a new queen (\$250). Apiary registration (a legal requirement) costs about \$35. All up you should be prepared to pay about \$1,000 initially for one hive. Two hives will cost about \$1650 in total. It is recommended that you start with two nucleus colonies as an insurance against one queen failing. If this happens you can unite the hives or swap broods between them.

#### Resolving issues

If you suspect your or your neighbour's bees have become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444.

Further information

Further information can be found on WCC website - <http://www.wellington.govt.nz>

- Animal Bylaw (2016)
- Animal Policy (2017)

Other useful websites about bees and beekeeping:

Wellington Beekeepers Association. - <http://www.beehive.org.nz/>

American Foulbrood Pest Management Plan – <http://www.afb.org.nz>

Trees For Bees - <http://www.treesforbees.org.nz>

AsureQuality - <http://www.asurequality.com>

Apiculture NZ - [www.apinz.org.nz](http://www.apinz.org.nz)

## **Caring for Livestock**

### Traditional stock and companions?

Wellingtonians on occasion have keep animals as pets that were traditionally kept as livestock. This includes sheep, pigs, llamas, alpacas, donkeys, goats, cattle, and horses. However, in urban areas, there is higher probability that nuisance may occur. Whether kept as pets or for the purpose of being farmed, responsible ownership is vital. To ensure the happy lives of Wellington's pets, factors such as nutrition, a safe home, health, activities and play and ensuring a positive mental state are vital. This factsheet provides advice on how these elements can be provided for your livestock.

### Stock animals – the basics

As with all animals, livestock rely on owners to provide for a number of essentials. Responsible pet ownership helps ensure animals do not create any nuisance or welfare related issues. Before obtaining any livestock the suitability and size of your property should be considered for the type of stock in mind. All animals require shelter and a form of housing, to be contained on a property with fencing, drainage, and waste disposal to limit any potential nuisances. It is also important to remember that you are responsible for the health of your animal, including veterinary care.

### Caring for your livestock

Stock animals need to be provided with fresh food and water daily and to be kept in clean environments, with dry and warm sleeping areas. A number of materials can be used for such purposes, such as hay, sawdust, and untreated wood chips that should be cleaned and replaced at least once a week.

### Hygiene

Responsible ownership includes ensuring your livestock do not cause public health concerns. Owners need to ensure they do as much as possible to keep the area in and around a stock housing structure clean.

It is strongly recommended that cleaned out bedding is removed from the property within a week. Vermin such as mice and rats can become an issue if food is left out and on the ground. Rat and mouse excrement can contaminate livestock feed and water, as well as expose humans to the diseases rats and mice carry in their excrement. Vermin proof receptacles are available, which also keep out the rain, providing stock with good access to food.

### Tethering of stock animals

Tethering is sometimes used as a method of confining animals. Routine tethering is unacceptable and such a method should only be carried out for temporary and short periods of time. If tethering is necessary, the animal must be checked on regularly, to check there is enough food and water and that the animal has not become entangled. Clean fresh water should be placed well within the perimeter of the tether, as well as supplementary food where grazing is not possible. There should also be shelter from weather conditions. A strong tether such as a light chain with a durable collar is recommended to keep the animal secure.

### Walking your stock in public

Exercise and mental stimulation is important for all animals. As with dogs, it is important that stock be kept on a lead and under control at all times. This will ensure the safety of the animal and members of the community. Any mess left by the animal should also be appropriately cleaned up and disposed of.

### Emergency Preparedness

All livestock owners should develop their own plans to care for their animals during emergencies as part of a wider household emergency plan. Animal owners should plan to have:

- At least 7 days' worth of food and water per animal
- A means of moving an animal to a safe a location in case of need to evacuate
- A back up plan in case primary caregivers are unable to take care of animals.

### Goat Tags

The population of feral goats is managed in Wellington and therefore all owned goats must wear an ear tag (an RFID, radio frequency identification device or similar) or collar to indicate they are not feral.

### End of life

When your pet reaches the end of its life, as a responsible pet owner it will be your responsibility to make suitable arrangements for your pet's body. In many cases this is arranged through a vet. If burying at home, the burial should be done in an appropriate manner, such as away from waterways. Alternatively, take your pet to the landfill which accepts dead animals. It is an offence under the animal bylaw to bury a carcass in a manner that is or is likely to become a nuisance, injurious or hazardous to health or safety.

For livestock that are kept for meat purposes, some people may consider homekill. This is when animals are slaughtered and butchered for your consumption and use. It is illegal to sell or trade homekill meat. The animal can be killed by you on your property, or a listed homekill service provider can be hired. There are legal requirements on you as the owner to ensure there is no unreasonable suffering, or unnecessary pain or distress. If you are considering homekill please see MPI for advice. You are responsible for meeting legal obligations for animal welfare in the Animal Welfare Act and Codes of Welfare.

### Resolving disputes

If you suspect your or your neighbour's livestock has become a source of nuisance it is recommended you speak with your neighbour about the situation in the first instance. In most circumstances such matters can be resolved quickly in this manner.

If problems persist, please call Council on 499 4444

If you suspect there are animal welfare issues, please call the SPCA on 389 8044

### Further information

Further information can be found on the following websites: [www.wellington.govt.nz](http://www.wellington.govt.nz)

- Animal Bylaw (2016)
- Animal Policy (2017)
- [www.mpi.govt.nz](http://www.mpi.govt.nz)
- Animal Welfare (Goats), Code of Welfare 2012





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## DEVELOPMENT OF A WELLINGTON CITY COUNCIL HOUSING STRATEGY

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### Purpose

1. This report seeks feedback and approval from the City Strategy Committee (CSC) on key elements of a draft Wellington City Council (Council) Housing Strategy, and the proposed next steps for it to be finalised.

### Summary

2. Improving housing outcomes is a significant priority for Council. Having the security of a home that is safe, warm, dry, and affordable is a key foundation to ensuring that individuals, families, and whānau can live well and achieve their aspirations. In turn this also supports wider community outcomes, and is a crucial component to ensure the city's full potential and wider socio-economic aims are being realised. While the quantity of housing is an issue that must be addressed, this should not be at the expense of housing quality.
3. Following extensive engagement and consultation on housing issues in Wellington, and a recent recommendation from the Mayor's Housing Taskforce, officers are developing a Housing Strategy for Council (the Housing Strategy). Findings from ongoing consultation, including the *Our City Tomorrow* work can be incorporated into the Housing Strategy as it is further developed and implemented. An Action Plan will be developed detailing the existing and new projects to achieve the Housing Strategy outcomes.
4. As was recommended by the Mayor's Housing Taskforce, the Housing Strategy is based on the vision that 'All Wellingtonians are well-housed'. This means that all Wellingtonians have the opportunity to live in quality resilient homes that they can afford and that meet their needs.
5. The proposed key elements of the Strategy (outlined in more detail in Attachment One and Two) include:
  - **Guiding Principles** that include Council taking a leadership role where possible, and establishing partnerships with central Government and other housing sector stakeholders to improve housing outcomes in Wellington
  - Confirming that the **strategic approach and role(s)** of Council will be more active to deliver on the requirements of the Local Government Act 2002 and the National Policy Statement on Urban Development Capacity. This will involve a broad approach working collaboratively with a range of housing stakeholders to help meet housing need in Wellington
  - **A housing outcomes framework** that relates to increasing supply where there is housing need; improving affordability; addressing the quality and resilience of homes in Wellington; and ensuring the housing system supports sustainable and resilient communities.
6. It is anticipated that the Strategy will enable clearer programme management of Council housing related activities and projects; improved understanding of the

relationships, opportunities, and trade-offs made or required between different projects; help to identify gaps that need to be addressed; and support continuous improvement through robust monitoring and reporting and more consistent information on the housing sector.

7. The Council will do some things differently as a result of the Council Housing Strategy. This includes developing a more sophisticated understanding and response to what can be considered affordable for different groups of Wellingtonians; formal engagement with central Government to co-design or propose specific initiatives to address gaps in the housing outcomes framework (for example this could include a new Housing Accord and options for Council to access Income Related Rent Subsidies or support the delivery of KiwiBuild); consideration of different Housing Delivery Vehicles including an Urban Development Authority; and Council taking a leadership role on development as necessary to achieve key outcomes. Opportunities to masterplan sites, with a focus on community building and placemaking, will be considered wherever possible.
8. The modelling work currently underway as part of the Council's obligations under the National Policy Statement for Urban Development Capacity (NPS-UDC) complements these projects and the Housing Strategy. The outcomes of the NPS-UDC work will inform any subsequent changes to the Wellington Urban Growth Plan and the District Plan in relation to residential and business land. A review of the Urban Growth Plan and plan changes to address residential capacity issues were recommended by the Housing Taskforce, and will be considered more fully in the current Long Term Plan process.
9. It is important that the Housing Strategy is well connected to the activities and priorities of the broader housing sector in Wellington. Specific details relating to the new coalition Government's housing policies are still emerging. It is likely that there will be a number of significant implications and opportunities that relate to the key elements of the proposed Housing Strategy, and officers recommend that this is further investigated before the Housing Strategy is finalised.
10. Subject to Council approval and feedback, the proposed Housing Strategy can be refined based on further analysis of central government changes before being included in the Long Term Plan for public consultation.
11. It is anticipated that a final version will be provided to CSC by June 2018 for approval.

## Recommendation/s

That the City Strategy Committee:

1. **Receive** the information.
2. **Note** that there has been extensive engagement and consultation on housing. Findings are being used to inform the development of a Wellington City Council Housing Strategy.
3. **Agree** to the proposed key elements of the Housing Strategy as outlined in **Attachment One** and **Two**. Key elements include a housing vision statement; guiding principles; a strategic approach and position on the role of the Council; an outcomes framework and an approach for improving consistency of housing data and reporting.
4. **Note** that key Council housing priorities and projects are being mapped against the proposed housing outcomes framework to provide the basis of the Council Action Plan and work programme.



5. **Note** that details of the new coalition Government housing priorities and policies on housing and potential impact, risks, and opportunities for Wellington City are still emerging. It is likely that there will be a number of implications for the Housing Strategy and work programme.
6. **Agree** that the Housing Strategy is finalised to incorporate any feedback received from consultation, a housing work programme/ action plan, and once further analysis of central government changes can be incorporated into the Housing Strategy.
7. **Agree** that the proposed key elements of the Housing Strategy be included in the Long Term Plan for public consultation.

## **Background**

### ***Wellington City is in a comparatively good position, but the housing sector is under increasing pressure***

12. In recent years the housing sector in Wellington City has been relatively stable compared to other cities like Auckland and Christchurch. This has been due to higher incomes, more stable house prices, and fairly well balanced social housing supply and demand in Wellington.
13. However, as has been outlined in previous reports to CSC, there is evidence of increasing pressure on the Wellington housing market. For example, the Ministry of Social Development and City Housing waitlists for social housing have both increased in the last 12 months; house purchase and rental prices have increased; and there is significant public pressure around housing affordability and the quality of housing in the city. Concurrently house sales and rental turnover have fallen, fewer houses and apartments have been built while the resident population has been increasing.
14. Improving housing outcomes is a significant priority for the Council. Having the security of a home that is safe, warm, and dry is a key foundation to ensuring that individuals, families, and whānau can live well and achieve their aspirations. In turn this also supports wider community outcomes, and is a crucial component to realising the city's full potential and wider socio-economic aims.
15. Progress towards Council's broad strategic aims as set out in *Towards 2040: Smart Capital* relies on improving housing outcomes in the city. Key implications are outlined in the following table.

| <b>Towards 2040: Smart Capital</b>  | <b>Implications for housing</b>   |
|---|---|
| Connected City: the city's compact form is one of its key strengths and allows for relationships between individuals and communities to form with ease.   | Want residential development to occur in ways that protect the best of Wellington's existing natural, built and community environments while providing for population growth.   |
| People-centred city : Cities compete for people, in particular for the highly skilled, educated people who already make up a large proportion of Wellington's population. It will become increasingly important to build on these strengths to ensure the city is open, welcoming, vibrant and embraces diversity.                        | Want a city that puts people's housing needs front and centre of the city priorities – a place that is welcoming and friendly, provides a range of appropriate opportunities for all, strong neighbourhoods and communities, and embraces differences and changes. Want lower income earners, support workers and students to be able to afford to live in Wellington City. |
| Dynamic Central City: the central city as a hub of creative enterprise. With universities, research organisations and creative businesses all clustered in or near the central city – alongside a range of related service and support industries – Wellington can grow, taking the wider region to the next step in prosperity and jobs. | Want to provide a range of appropriate housing opportunities for all needs, including providing for those currently excluded from the benefits of economic growth and quality housing.  |
| Eco-city –Wellington will achieve high standards of environmental performance, coupled with outstanding quality of life and an economy increasingly based on smart innovation.  | Want Wellington's housing to be resilient to the rigours of its geological and natural environments and to contribute to an environmentally sustainable city.   |

(2017:4 Mayor's Housing Taskforce Report)

## Discussion

### **Consultation on housing has been extensive**

16. There has been extensive analysis and consultation on housing undertaken to identify what the key objectives, outcomes, and opportunities are for the housing in city.
17. The work that has been led by the Council has included:
  - the Mayor's Summit held in December 2016 and involved over 150 attendees from local businesses, iwi, central government, Non-Government Organisations (NGOs), local community groups and organisations, Council staff and Councillors. Housing emerged as a key theme throughout the Summit
  - a Council Housing Forum held in May 2017 and attended by 75 key stakeholders in the housing industry, including developers, tenant advocates, NGOs, social housing providers, academics, local and central government officials, and city councillors
  - the Mayor's Housing Taskforce, an independent, cross sectoral group, was set up in October 2016 by the Mayor and then Deputy Mayor to ensure critical experience and expertise were utilised to address one of the key strategic issues facing the city. The Taskforce formally met on four occasions and provided a report with recommendations to CSC in September 2017.
18. Engagement and consultation on a number of other housing related issues has also been undertaken by different Council business units over the last two years. Examples include consultation undertaken by the District Planning Team in relation to medium density housing options, City Housing during the development of the Strategic Housing Investment Plan, and the Policy Team during a review of social housing policy settings.
19. Collectively the consultation to date has clearly indicated that:
  - there should be a longer term and more strategic and connected approach to achieve key housing outcomes
  - more and different partnerships with a range of stakeholders are required for housing outcomes in the city to be improved

- there needs to be focus on creating a diversity of housing options across the housing continuum, and a more targeted approach to supporting vulnerable communities and those that face barriers to accessing quality housing
  - the Council needs to make better use of Council owned land and assets
  - the Council needs to collect and use better data to inform decisions that impact housing outcomes.
20. In addition to the work to date, other engagement and consultation processes are currently underway or being planned that also relate to or focus on housing – for example the Our City Tomorrow project, work to inform the National Policy Statement on Urban Development Capacity, and consultation on specific Strategic Housing Investment Plan development sites.

***There needs to be greater strategic coordination between stakeholders and across the Council's housing initiatives***

21. The housing sector is complex. Solutions to maximise and create opportunities, and address the risks Wellington faces are multi-faceted, interrelated, and involve a range of internal Council business units and external stakeholders. Coordination and clarity of roles between stakeholders has not always been well-defined, particularly in a context where the Wellington housing sector has not been a significant focus for central Government.
22. Local authorities do have some clear regulatory requirements to participate in the housing sector – in particular to lead city planning and manage consenting requirements, and to meet requirements of the National Policy Statement on Urban Development Capacity (NPS-UDC). Central Government does however hold the most significant policy and resourcing levers, and has overall responsibility for ensuring housing need in New Zealand is met.
23. The Council has taken a position that it can and should play a more active role in ensuring good housing outcomes for the city. This requires a more active role in meeting the requirements of the Local Government Act 2002 and the NPS-UDC, in increasing the quality and resilience of homes, and ensuring vulnerable and low income people, families, and whānau are adequately housed. From a risk management perspective this approach has to be carefully balanced with what is realistic and affordable for the Council to deliver, and what actions clearly fall within the domain of central government agencies or the private market.
24. As a result of the Council position on housing, a significant number of housing related services and initiatives are being implemented or planned by the Council. Examples include the ongoing delivery of a large social housing portfolio, work to eliminate homelessness in the city, and the implementation of a voluntary Housing Warrant of Fitness.
25. With an increasing focus on housing, the requirement for an overarching strategy has become more apparent and was a common theme from consultation and engagement on housing. With limited resources and increasing public and political expectation it is also necessary to consider what is most important for the Council to prioritise and address; where the Council can have the most impact; and what trade-offs can (or cannot) be made to achieve key objectives in a cost-effective way.
26. The Mayor's Housing Taskforce recently recommended the development of a housing strategy to help address these types of issues. In particular it was recommended that the strategy:

- adopts and gives effect to a vision of “All Wellingtonians Well Housed”
- focuses on short term objectives that span emergency housing, social housing, affordable housing, existing housing stock, and new housing supply
- focuses on a long term objective of the Council providing leadership, coordination, and support for future mixed tenure and large scale residential developments
- defines what housing affordability means in Wellington
- defines the Council’s role in, and approach to, increasing housing supply across all aspects of the housing continuum.

27. The Taskforce also advised that success is most likely to occur where housing issues are collectively addressed by housing stakeholders, and therefore recommended that a collective impact approach be used. This would involve the Council taking a leadership role to help coordinate housing solutions for Wellington that involve all key parties.

#### ***Wellington City Council Housing Strategy***

28. In response to the increasing focus on housing and the number of housing-related initiatives within Council, and the Taskforce recommendation to develop a housing strategy, officers propose a Housing Strategy that takes a ten year focus and includes the key elements summarised in **Attachment One**, and described in **Attachment Two**.
29. Officers are currently mapping all current or planned Council projects or initiatives that impact or contribute to key outcomes in the proposed framework – this will form a clear Housing Action Plan that can be programme managed and reported against. The work programme includes some key priority projects including:
- delivery of the Strategic Housing Investment Plan
  - a direct programme of proactive new building. This will include auditing Council owned land and identifying opportunities to partner with other groups to increase housing supply
  - development of a new Special Housing Area, with affordability elements and simplified consenting
  - a project-led approach to the work on Urban Development Authority options
  - central business district building to apartment conversions
  - the development of a voluntary Wellington Housing Standard
  - Te Whare Oki Oki – a partnership approach with central government to establish a Housing First model to help address homeless and alcohol addiction in the City

- a package to incentivise redevelopment of earthquake damaged sites.

### ***Housing Affordability***

30. A key component of ensuring Wellington has a well-functioning housing system is ensuring that more homes in Wellington are affordable.
31. The Council does not currently have an agreed definition or measure of housing affordability.
32. The Council's Social Housing Services Policy does however identify that City Housing tenants should generally be paying 70% of the market rent for their property or 35% of their income (whichever is lower). In effect this sets a definition of housing affordability within a specific context for the Council.
33. The measure that underpins the social housing policy settings aligns with a commonly used measure of housing affordability that considers housing costs as a proportion of household income – and in particular identifies that households spending more than 30% or 35% of their income are in an unaffordable situation and may be in 'housing stress'.
34. There are also a number of other housing affordability measures used to understand and measure housing affordability nationally and internationally. Examples include the Annual Demographia median-multiple measure, the Massey Affordability Index, and the Interest.co.nz Home Loan Affordability Series.
35. While the range of measures are can be useful in different contexts, they have limitations as they:
  - are broad and do not incorporate the circumstances and needs of different household types - generally taking a 'one-size-fits-all' approach
  - are not always consistently used or applied, and can provide different or conflicting pictures of affordability
  - generally relate to one aspect of the housing sector (i.e. rental or ownership) and are not particularly useful in helping to target investment towards specific segments of the population experiencing affordability pressures.
36. The Housing Affordability Measure (HAM) was also recently released by the Ministry of Business Innovation and Employment (MBIE). It provides robust trend information, (broken down by region and territorial authority) that is useful to understand if affordability is improving or worsening in Wellington for renters and first home buyers overall. It uses a comprehensive data set (the Statistics New Zealand Integrated Data Infrastructure), and accounts for household size.
37. HAM does not however answer the question of 'What is affordable?' in relation to different population groups, or 'Who is this affordable for?' These are important questions for the Council to take into account if the proposed Housing Strategy is further developed and implemented.
38. To address this officers are developing a Wellington Housing Affordability Measure (WHAM) that is complementary to HAM, but that can be used to help target resource in a local context.
39. The key objective of WHAM is to provide a flexible measure that can be used in relation to rental and ownership options, and to answer the key questions identified in paragraph 36. WHAM is based on the premise that assessing affordability depends on

each household's circumstances and composition, and that housing affordability is more complex than providing one set dollar amount or ratio that is applied in a 'one size fits all' way.

40. **Attachment Three** provides an overview of HAM and WHAM methodology.
41. It is recommended that, subject to further refinement and testing, WHAM is used to understand and measure housing affordability in relation to the Housing Strategy and to help target resource and specific Council housing projects.

***What will we do differently as a result of the Strategy?***

42. The proposed Housing Strategy recognises the significant opportunity and need to take a more strategic and outcomes-focussed approach to investing in the housing sector. In particular it:
- provides a clear **housing vision** and **principles** for the Council that align with the Council's *Towards 2040: Smart City* objectives and Taskforce recommendations
  - confirms the **role(s) and strategic approach** for the Council in responding to housing issues in the city
  - drives more **focus on the outcomes** the Council is collectively trying to achieve and gearing and adjusting business priorities, resources, and accountability towards these
  - supports **clearer programme management** and intervention logic across all housing related Council work, and helps prioritise and manage projects, opportunities, and risks in relation to the long term objectives being sought
  - **improves understanding of the relationships, opportunities, and trade-offs** made or required between different housing projects – for example between projects that seek to improve quality versus those that seek to improve affordability
  - helps to **identify gaps** in Council investment and intervention logic and where we may be under (or over) investing
  - ensures the Council will produce **consistent information** so that the market is well informed and has good information to make investment decisions with
  - supports **continuous improvement through robust and transparent monitoring and reporting** that demonstrates how initiatives are progressing in relation to desired outcomes.
43. As a result, the Council will do some things differently. This includes developing a more sophisticated understanding and response to what can be considered affordable for different groups of Wellingtonians; formal engagement with central Government to co-design or propose specific initiatives to address gaps in the housing outcomes framework (for example this could include a new Housing Accord and options for the Council to access Income Related Rent Subsidies or support the delivery of KiwiBuild);

consideration of a different Housing Delivery Vehicle including an Urban Development Authority; and the Council taking a leadership role on development as necessary. Opportunities to masterplan sites, with a focus on community regeneration, will be considered wherever possible.

44. The modelling work currently underway as part of the Council's obligations under the National Policy Statement for Urban Development Capacity (NPS-UDC) complements these projects and the Housing Strategy. The outcomes of the NPS-UDC work will inform any subsequent changes to the Wellington Urban Growth Plan and the District Plan in relation to residential and business land. A review of the Urban Growth Plan and plan changes to address residential capacity issues were recommended by the Housing Taskforce, and factor as key considerations in the current LTP process.

***New Government policies and priorities will have implications for the Council's Housing Strategy***

45. Housing was a prominent election issue, and the new coalition Government has signalled a number of significant housing related policy changes and priorities.
46. For example this included the establishment of a Housing Commission; implementation of KiwiBuild; the transfer of social housing related functions from the Ministry of Social Development and the Ministry of Business Innovation and Employment back to the Housing New Zealand Corporation; and the passing of the Healthy Homes Guarantee Bill No 2.
47. Specific details of the changes and the potential impact, risks, and opportunities for Wellington City are however still emerging, and are unlikely to be fully known and understood before the 2018 Budget package is announced in May / June 2018.
48. It is likely that there will be a number of significant implications and opportunities that will impact elements of the proposed Housing Strategy, and officers recommend that the full extent of the central government initiatives need to be confirmed before the Housing Strategy is finalised.

**Next steps**

49. In addition to incorporating any feedback received from CSC, the following steps are recommended to finalise the Housing Strategy:
  - Officers will work with central government officials to scope where there may be particular opportunities relating to the Housing Strategy and associated projects for Wellington. Opportunities could include a large or medium scale partnership agreement (for example to catalyse KiwiBuild and the Council's Strategic Housing Investment Plan (SHIP) work to increase housing supply, and/or to enable the Council to access Income Related Rents for City Housing tenants, and/or to develop a new Housing Accord) or discrete smaller scale initiatives that focus on specific market gaps.
  - The proposed approach to defining housing affordability in Wellington City (WHAM) is further tested and refined
  - Key elements of the Housing Strategy can be included in the Long Term Plan for public consultation

- Targets related to the housing outcomes framework are developed and agreed as part of Long Term Plan and/or Annual Plan processes

50. Design work; the first 'edition' of the Wellington Housing Databook; and a Communications Plan are developed to support consultation and the final release of the Housing Strategy in mid-2018.

### **Attachments**

|               |   |         |
|---------------|---|---------|
| Attachment 1. | Housing Strategy Appendix One           | Page 75 |
| Attachment 2. | Housing Strategy Appendix Two           | Page 76 |
| Attachment 3. | Housing affordability measures overview | Page 82 |

|            |  |
|------------|--|
| Authors    | John McDonald, Housing Development Manager<br>Julie Rushton, Best Practice Manager |
| Authoriser | Ian Pike, Manager City Shaper<br>David Chick, Chief City Planner                   |



## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

The proposed key elements of the Housing Strategy have been developed based on feedback from a wide range of sector stakeholders on opportunities for the Council to improve housing outcomes and address housing need in Wellington. The proposed key elements of can also be included in the Long Term Plan for public consultation before the final version is provided to CSC for approval mid-2018.

As the Housing Strategy is implemented, further consultation will be required on specific projects to ensure public and other sector stakeholder interests are appropriately taken into account. For example as the SHIP Development Programme progresses a comprehensive consultation plan for each proposed development site will be required.

### **Treaty of Waitangi considerations**

Ensuring the Wellington housing system supports sustainable and resilient communities is a key outcome identified in the Housing Strategy. It is proposed that achieving this outcome in the longer term requires that housing options support wellbeing – this includes cultural wellbeing.

Māori are often more likely to experience poor housing outcomes than other population groups. Achieving the desired outcomes being set out in the Housing Strategy in a cost-effective and efficient way will require approaches and interventions that are culturally responsive and well targeted towards those that need it most.

### **Financial implications**

No additional funding is being sought to finalise the Housing Strategy.

Additional funding will however be required for projects and activities that are developed as part of the Strategy's implementation through the Action Plan. Any further funding implications for housing projects will be scoped and incorporated into future Annual Plan and Long Term Plan processes.

### **Policy and legislative implications**

The Action Plan, delivering on the Housing Strategy's desired outcomes, will identify any policy amendments or developments required.

It is proposed that the Housing Strategy be finalised in June 2018 to allow for central Government's legislative agenda and Budget to be taken account of. For example, the Healthy Homes Guarantee Bill No 2 and accompanying regulations will have implications for the housing quality work programme and the Rental Warrant of Fitness.

### **Risks / legal**

No significant risks identified at this stage. Further risk analysis will be undertaken as the Housing Strategy is finalised.

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

Ensuring homes in Wellington are of good quality and resilient is a key outcome identified in the Housing Strategy being developed. It is proposed that achieving this outcome in the

longer-term requires that more homes are environmentally sustainable and respond to the impacts of climate change in the medium and shorter term.

**Communications Plan**

A Communications Plan will be developed to support consultation and the formal release of the Housing Strategy in mid-2018.

**Health and Safety Impact considered**

Not applicable.



Attachment One – Proposed elements of Wellington City Council’s Housing Strategy

Item 2.2 Attachment 2

| Key element                                    | Description   |
|--|---|
| <p><b>WCC Vision Statement for Housing</b></p> | <p><b>‘All Wellingtonians are well-housed’</b></p> <p>This is the vision proposed by the Mayor’s Housing Taskforce. It is about ensuring all Wellingtonians can live in good quality (rented or owned) homes that they can afford and that meet their needs; and building resilient communities through a range of housing affordability and availability options.</p> <p>The vision statement contributes to the Council’s high level goals as identified in <i>Towards 2040: Smart City</i> (People-Centred city; Connected City; Eco-City; and Dynamic Central City).</p> <p>The concept of ‘Housing First’ is inherent in the vision – housing is a prerequisite addressing other issues and to support wellbeing.</p>  |
| <p><b>Guiding Principle One</b></p>            | <p><b>Equity – We recognise our housing system is not equitable, and we work to support a housing sector that looks after our vulnerable communities</b></p> <p>The Council takes a person-centred approach to understanding and addressing housing issues – housing is about supporting wellbeing, and resilient and cohesive communities.</p> <p><b>We recognise that the housing system is not equitable</b></p> <p>Some people need more support than others for the vision of ‘All Wellingtonians are well-housed’ vision to be realised. Our population is not homogenous and will continue to change as the population grows. There is no ‘one size fits all’ solution and resources are limited. A range of well targeted interventions and activities will be required over time.</p> <p><b>We will support a strong and resilient housing sector that looks after our vulnerable communities</b></p> <p>Social housing plays a crucial role in ensuring that low income and vulnerable population groups can access quality homes that meet their needs. The Council will continue to provide social housing directly and in partnership with Community Housing Providers. We do not agree with the current legislative definition of ‘social housing provider’ which does not recognise our role as the second largest social housing landlord in the country, and as the largest landlord in Wellington. We will seek specific opportunities for the Council to directly access Income Related Rent subsidies for more Wellingtonians who meet IRR eligibility criteria.</p> <p>While we have a role as a direct provider of social housing, we believe that a strong and resilient sector is one that includes a variety of housing providers who work together to support the housing needs of our most vulnerable communities. Our focus</p> |

|                                     |   |
|-------------------------------------|---|
|                                     | <p>will be on ensuring a strong collaborative social housing sector in the city, and ensuring need is met in a cost-effective way. We are committed to growing the social housing sector in Wellington, and this includes supporting an increase in the number of tenancies managed by Community Housing Providers.</p>   |
| <p><b>Guiding Principle Two</b></p> | <p><b>Leadership – We will be actively involved in enabling and leading housing solutions; we will make better use of our land and assets; and we will target resources to address gaps in the market</b></p> <p>The Mayor’s Housing Taskforce recommended that the Council is well-placed to provide leadership to help address some of the housing issues and opportunities in Wellington. This is particularly important in a context where central Government is largely focussed in areas where housing issues are more acute e.g. Auckland and Christchurch. The Council also controls or influences a number of levers to address barriers to better housing outcomes in Wellington.</p> <p><b>We will be actively involved in enabling and leading housing solutions for the City</b></p> <p>The Council deliberately takes the position that we will be a proactive stakeholder and leader to ensure a housing crisis does not occur in Wellington. This position is based on core Local Government Act and National Policy Statement on Urban Development Capacity requirements for territorial authorities and utilises additional levers. Includes the Council acting in the following specific roles:</p> <ul style="list-style-type: none"> <li>- <u>Decision maker</u> – setting the strategic decisions for the future shape of the city in key strategic documents</li> <li>- <u>Regulator</u> – implementing the city’s District Plan, including monitoring and reviewing the Plan provisions as they relate to housing to ensure they remain fit for purpose</li> <li>- <u>Direct Provider of housing</u> – the largest landlord in the city providing 2090 social housing units</li> <li>- <u>Partner with Government (and others)</u> – working with government to implement the Housing Accord, grow the Community Housing Sector, amongst other initiatives</li> <li>- <u>Provider of a range of housing-related services and infrastructure</u> – the provision of a range of infrastructure and housing related services that connect the city and region and help underpin social connections and cohesion.</li> <li>- <u>Catalyst and facilitator</u> – Actively work to enable more, better, faster housing opportunities. This includes identifying, facilitating, and delivering on strategic opportunities to unlock land and development opportunities on land owned by Council, Crown, and/or privately. Where necessary the Council will take a development role, however we will also know when the Council does not need to intervene in the market. Opportunities to masterplan sites, with a focus on community regeneration, will be considered wherever possible. The Urban Growth Plan is a useful tool to inform and facilitate growth by identifying areas for growth and intensification and how this will be managed.</li> </ul> |

|                                |   |
|--------------------------------|---|
|                                | <p>The extent to which these roles will be implemented will however depend on the level of Council resource available over the Housing Strategy timeframe (i.e. to 2028). It is important to note that we should not, and will not be able to solve all issues on our own.</p> <p><b>We will make better use of Council land and assets</b><br/>We will work to identify opportunities to use Council-owned assets or land to improve housing outcomes in Wellington. This will include a stocktake of all available Council-owned land and assessment of suitability for potential housing-related initiatives.</p> <p><b>We will target resource more towards key gaps that are not being filled by the market alone</b><br/>We are clear that housing pathways and situations are not linear, and can be complex. Our housing solutions need to acknowledge and reflect this. Resources are limited and the Council will not be able to solve all the housing challenges faced by the city.</p> <p>Home ownership is still a preferred choice or aspiration for many Wellingtonians, but an increasing proportion of households rent. For some this is an active and/or affordable choice, but there are a growing proportion of households who struggle with both home ownership and market rents, but who are also not eligible for social housing or other government subsidies.</p> <p>Our focus will be on targeting resource to addressing key gaps in the housing continuum, and will relate to both home ownership and rental options.</p> |
| <p>Guiding Principle Three</p> | <p><b>We can achieve more, better, faster, most efficient outcomes if we work with others. We will be easy to do business with</b></p> <p><b>We will work with others</b><br/>Partnerships with central government and with the community sector were key recommendations from the Mayor’s Housing Taskforce. Partnerships are a mechanism to maximise what can be achieved with available resources.</p> <p><b>We will be easy to do business with</b><br/>We will work to ensure we are easy for housing stakeholders to engage with. Wherever possible we will work to remove unnecessary blockage points – for example through the consideration and development of a one stop shop type approach to speed up consenting processes, and working to improve housing-related procurement processes. We will consider the use of incentives and penalties as catalysts to achieve the desired housing outcomes for the city.</p>   |
| <p>Guiding Principle</p>       | <p><b>We will ensure WCC decisions that impact housing outcomes in Wellington are more strategic, coordinated, and well</b></p>   |

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|--|--|
| <p><b>Four</b></p>                       | <p><b>informed</b></p> <p>Good governance, monitoring, and reporting are essential elements to ensuring well informed decisions are made, and to support a continuous improvement approach. We will understand the impact we are having and changing trends in the housing market, and proactively responds ad recalibrate initiatives as necessary.</p> <p>A Wellington City Council Housing Governance Group will be established to maintain oversight of the broader housing sector in Wellington and programme management of all housing related activities that involve the Council.</p> <p>We will produce consistent information so that the market is well informed and has good information to make investment decisions on. A ‘Wellington Housing Databook’ will be produced to provide decision makers, Council business units, the housing sector, and the public with a regularly updated, single point of reference for all relevant statistics relating to housing supply and demand in Wellington.</p> <p>We will have a clear view of the outcomes we are seeking to achieve, understand our progress towards these, and make decisions based on a clear understanding of impacts and trade-offs between different housing outcomes. We will not invest in housing initiatives or activities that do not clearly contribute to the outcomes identified.</p> |
| <p><b>Guiding Principle Five</b></p>     | <p><b>Housing is a regional market and our interventions and investments need to consider and reflect this</b></p> <p>In understanding and working to address housing issues we will consider regional aspects and opportunities. Where possible we will work with other Councils across Wellington to co-design solutions and initiatives.</p>  |
| <p><b>Housing outcomes framework</b></p> | <p>The framework is an explicit articulation of the different levels, or chains, of results or outcomes expected from Council initiatives or activities that relate to housing. It outlines the short and medium-term outcomes that the Council believes need to be realised for a strategic vision of ‘All Wellingtonians are well housed’ to be achieved.</p> <p>The framework is intended to help guide decision-making, and focuses on impact to ensure focus on strategic objectives is maintained. While the specific actions and initiatives being undertaken by WCC may change over time, the desired outcomes will not.</p> <p>All new projects or proposals will be assessed based on the extent to which they will contribute to the outcomes framework (in particular where there are gaps in progress).</p>   |

|  |   |
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| <p><b>Outcome area 1:</b><br/><b>Wellington has a well-functioning housing system</b></p>                              | <p>More availability and choice</p> <p>More affordable homes</p> <p>Growth in supply (noting that consideration is given to the protection of the natural environment)</p>  |
| <p><b>Outcomes area 2:</b><br/><b>Homes in Wellington are of high quality and are resilient</b></p>                    | <p>More homes are safe, secure, and resilient</p> <p>More homes are warm and dry</p> <p>More homes are environmentally friendly</p>   |
| <p><b>Outcomes area 3:</b><br/><b>Homes meet the needs of Wellingtonians</b></p>                                       | <p>Decisions reflect the housing need in Wellington (this requires understanding and responding to the needs of different segments of the population – e.g. age appropriate housing responses, culturally appropriate responses etc)</p> <p>More Wellingtonians can access a home (includes rental and ownership options)</p> <p>More Wellingtonians can sustain a home</p> |
| <p><b>Outcomes area 4:</b><br/><b>The Wellington housing system supports sustainable and resilient communities</b></p> | <p>Housing supports wellbeing (economic, physical, social, cultural) particularly for the most vulnerable.</p> <p>Housing supports and is part of better place-making for communities (The broader context housing fits within is well considered – housing supports and enables connections and social inclusion within and across communities.)</p>                       |
| <p><b>WCC Housing Work Programme</b></p>   | <p>Housing Work Programme – Will include summary description of all current or planned key Council housing projects, mapped/coded against the Housing Outcomes Framework. Provides the basis of an Action Plan to address key housing</p>   |



|  |  |
|--|--|
|  | <p>challenges faced by the city and noted in the Housing Taskforce report:</p> <ul style="list-style-type: none"><li>• Leadership, advocacy and government relationships</li><li>• Addressing homelessness</li><li>• Social Housing</li><li>• Housing affordability – both rental and ownership</li><li>• Housing Regulation</li><li>• Housing Quality and Resilience</li></ul> <p>Projects and activities include the eight housing projects currently identified as priorities:</p> <ul style="list-style-type: none"><li>• Delivering the Strategic Housing Investment Plan and getting clear progress on the 750 new social and affordable homes due to be built</li><li>• A direct programme of proactive new building – auditing our own land and identifying opportunities to partner with other groups</li><li>• A new SHAA with affordability elements and simplified consenting</li><li>• A project-led approach to the UDA – with specific projects that can be launched and delivered</li><li>• One or two specific CBD building to apartment conversions</li><li>• A voluntary Wellington Housing Standard that City Housing is directly involved in helping to design</li><li>• Te Whare Oki Oki with HNZ and MSD</li><li>• Package to incentivise redevelopment of earthquake damage sites.</li></ul> <p>A range of other projects will also be included, for example Warm Up Wellington, the development of the Wellington Housing Databook, Resilient Wellington etc.</p> <p>A programme management approach will be taken and progress updated and reported on regularly to CSC.</p> |
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**HAM BUY**

The Measure identifies the proportion of potential first home buyers in a particular area whose income after housing costs is above or below the national median. The Measure is based on real incomes of real households.



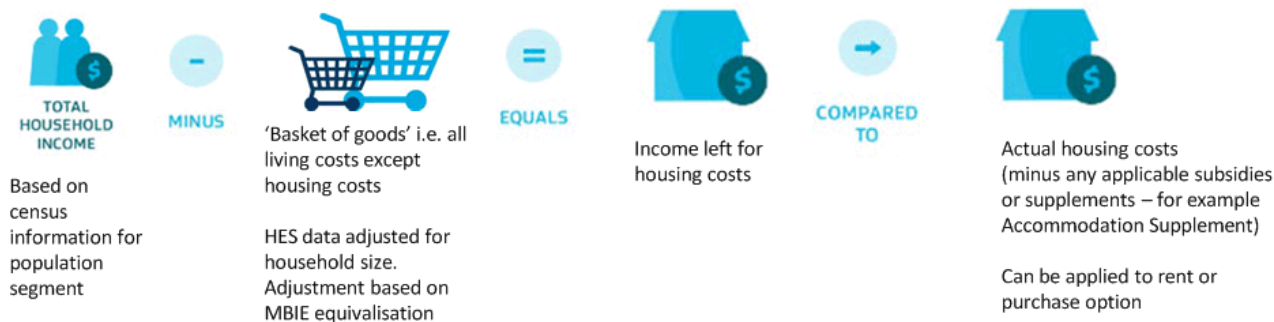
**HAM RENT**

The Housing Affordability Measure compares the income after housing costs of renters in different parts of New Zealand to the national median income after housing costs for all households.



**WCC WORKING MEASURE- 'Wellington Housing Affordability Measure' (WHAM)**

The purpose of the WHAM is to understand what housing is affordable for specific population groups. This recognises that affordability varies significantly across different household groupings, and helps us to answer the question 'Who is this affordable for?'







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**3. Policy**

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**DRAFT FORWARD PROGRAMME**

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This report is not available at the time of print and will be made available under a separate cover.

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## **PARKING POLICY REVIEW**

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### **Purpose**

1. This report sets out the process and timeframes for a review of the Council's Parking Policy.

### **Summary**

2. Wellington City is expected to add up to 80,000 residents over the next twenty-five years, with nearly half that growth going into the central city. In order to accommodate this growth, while retaining and enhancing the qualities that attract people to Wellington, decisions around the allocation of public space are going to be critical. Decisions must support the aspirations of Wellingtonians around becoming a more people-centred, connected, eco city with a dynamic central city; as well as direction set in the Our City Tomorrow and Let's Get Wellington Moving conversations.
3. The new Parking Policy will set out principles for decision when implementing projects endorsed by the Our City Tomorrow and Let's Get Wellington Moving as well as our approach to allocation of public space use generally. The new Parking Policy will also ensure customer choice, clearly relate policy principles to land use, and establish the strategic direction for operational parking matters for example what concessions are appropriate for mobility parking.
4. The objectives for the review of the parking policy are to:
  - a. engage with key stakeholders to ensure that all problems, pressures, issues and opportunities are understood and that there is more buy-in to the recommended policy settings
  - b. review the current performance of the public parking system
  - c. increase public and key stakeholder buy-in to the project through the engagement process
  - d. define and recommend new policy settings that reflect the current and future needs of the city, taking account of the aspirations of Our City Tomorrow and Let's Get Wellington Moving processes.
5. The new policy will be informed by research undertaken through the review process. Initial thinking and pre-engagement suggests a holistic approach to the allocation of space, to maximise the benefits of our public space. This holistic approach will give due consideration to strengthening Council's Sustainable Transport Hierarchy and delivering on our vision for a people centred, walkable city that is green, sustainable and easy to get around; and increases foot traffic for retailers and contribute to the economic growth of the city.

### **Recommendations**

That the City Strategy Committee:

1. Receive the information.

2. Agree to the process and timeframes of the parking policy review as set out in the report.

## Background

6. The Triennium Plan identifies a number of priorities which trigger the need to review the Council's Parking Policy. The Parking Policy was adopted in 2007 and much has changed since that time.
7. The Urban Growth Plan, Low Carbon Capital Plan, Let's Get Wellington Moving, Our City Tomorrow and the Long-term Plan set the strategic direction for our transport network development, which is to encourage walking, cycling and public transport over other modes of transport.
8. The Council owns the local roads and controls the supply and price of on-street car park spaces and a limited number of off-street car parks. It also sets and influences the rules that impact on the supply of parking that is commercially and privately owned.

## Discussion

9. Wellington has a constrained street network with limited space for competing activities. The outcomes sought by the parking policy are to maximise the value of the street space to:
  - Strengthen our sustainable transport hierarchy
  - Ensure a walkable city that is easy to get around
  - Increase foot traffic for retailers and contribute to economic prosperity
  - Increase provision of green assets in the street that reduce CO<sub>2</sub> and have proven health benefits
  - Provide for parking supply in strategic locations that give customer choice where travel by car is the most appropriate and/or viable mode.
10. There are a number of multi-faceted issues and opportunities that need to be considered in the parking policy review. These are defined into two key areas:
  - space allocation priorities; and
  - public parking provision.Problems and opportunities will be tested and refined as engagement with various stakeholders.
11. **Space Allocation Priorities** - In many places, best use of the public space to help support the desired economic, environmental, social and physical outcomes are not being optimised. Streets make up approximately 70% of the public space, so how they are designed and allocated is critical to support the surrounding land uses and strategic direction of the city.

Parking is only one use of the city's limited road space. There are many competing demands for this space and within Wellington's narrow streets this can result in conflicts, poor safety outcomes and inefficiencies. Improving outcomes requires making choices about how space is allocated to help support the economic, environmental, social and physical outcomes for the city. In light of this, the review of the 2007 Parking Policy will be considered within the wider context of road space allocation and the competing demands of all current and potential users of this space, and those who are impacted by how road space is allocated.

As part of this process a model of quantifying non-financial benefits of space allocation will be developed.

12. **Public Parking Provision** – Over recent years there has been little, if any, increase to parking supply in the central area. There has been some growth in private vehicle use resulting in an effective reduction of on-street parking per capita. Pressure on parking availability in the city centre has been exacerbated by the closure of several private parking buildings following the Kaikoura earthquake, likely contributing to a perception that parking is difficult and expensive in the city. In addition to this, there is a pressure for parking revenues to increase to off-set the cost of providing the transport network. The retail sector has also called for an investigation on whether there is a better use for the \$1.4 million p.a. Downtown Levy which is collected to support free weekend parking, and what role free weekend parking might have on the future.
13. A background report is currently being prepared. It will include a description of our parking system. It will also identify pressures and issues to be addressed as the new policy is developed.
14. At this time, officers suggest that no matters related to parking are outside the scope of the review.

### Options

15. Being at the pre-scoping phase, the consideration of options is not appropriate. Once clear problems have been identified, options for addressing them will be developed, evaluated and reported to the Committee for consideration.

### Next Actions

16. The following table sets out the process and tasks for the review. They are indicative and subject to adjustment as the process unfolds, and as an understanding of the problems, issues and opportunities develops.

| Timing                       | Tasks   |
|------------------------------|---|
| <b>Oct-Dec 17 (Underway)</b> | <ul style="list-style-type: none"> <li>• Establish the project</li> <li>• Commission perceptions research</li> <li>• Prepare an evidence based background report which sets out the system state, pressures and issues</li> </ul>   |
| <b>7 Dec</b>                 | <ul style="list-style-type: none"> <li>• <b>Report on project process to City Strategy Committee</b> (this report)</li> </ul>   |
| <b>Nov-Mar 18</b>            | <ul style="list-style-type: none"> <li>• Meetings with key stakeholders (underway)</li> </ul>   |
| <b>Dec-Feb 18</b>            | <ul style="list-style-type: none"> <li>• Prepare an issues and options paper and discuss with relevant portfolio leaders and workshop with all Councillors. Include consideration of:                             <ul style="list-style-type: none"> <li>○ CBD weekend parking</li> <li>○ CBD parking fees</li> </ul> </li> <li>• Complete a parking inventory of on and off-street parking, utilising sensor data where it exists (noting that a review of the current sector program is also according).</li> </ul> |
| <b>Apr</b>                   | <ul style="list-style-type: none"> <li>• Develop options for consideration by the City Strategy Committee in relation to:                             <ul style="list-style-type: none"> <li>- principles to guide decisions about the provision of on-street car</li> </ul> </li> </ul>  |



| Timing         | Tasks  |
|----------------|--|
|                | <p>parking e.g. general, mobility, car share, scooter/motorbike, loading, taxi etc.</p> <ul style="list-style-type: none"> <li>- principles that define how space should be allocated within the streetscape relating to the surrounding land uses</li> <li>- principles to guide decisions about the removal of on-street car parking and under what conditions this can occur</li> <li>- pricing levels and variable parking charges to achieve efficiencies, drawing on available parking sensor information</li> <li>- appropriate time limits (if required) and potential introduction of flexible parking charges</li> <li>- how parking management can be deployed as a Traffic Demand Management tool as a means of achieving the City's vision</li> <li>- parking requirements for housing and commercial developments</li> </ul> <ul style="list-style-type: none"> <li>• Prepare draft refreshed Parking Policy (supported by analysis which includes assessments of impacts on parking supply, revenue and contribution to our strategic outcomes)</li> <li>• <b>Prepare a report to City Strategy Committee recommending a draft policy for consultation</b></li> </ul> |
| <b>May</b>     | <ul style="list-style-type: none"> <li>• Prepare consultation materials</li> </ul>   |
| <b>Jun</b>     | <ul style="list-style-type: none"> <li>• Consult on a draft Parking Policy</li> </ul>  |
| <b>Jul</b>     | <ul style="list-style-type: none"> <li>• Analyse submissions</li> </ul>  |
| <b>Aug-Sep</b> | <ul style="list-style-type: none"> <li>• <b>Prepare and present a report back to City Strategy Committee on submissions</b></li> <li>• <b>Prepare a report to the City Strategy Committee seeking approval to adopt a recommended Parking Policy</b></li> </ul>  |

## Attachments

Nil

|            |   |
|------------|---|
| Authors    | Joe Hewitt, Principal Advisor Transport Strategy<br>Gunther Wild, Manager Transport Strategy<br>Anna Harley, Manager City Design & Place Planning |
| Authoriser | David Chick, Chief City Planner   |

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

An Engagement and Communication Plan will be prepared in the establishment phase of the project.

### **Treaty of Waitangi considerations**

There are no Treaty considerations.

### **Financial implications**

There are no financial implications from undertaking a policy review. The review is expected to consider the appropriateness of the current user charges and make recommendations regarding these in due course. Financial implications will be considered as part of the option evaluation process.

### **Policy and legislative implications**

There are no legislative implications from undertaking a policy review. Changes to parking restrictions and charges, if any, would be subject to the Council's normal Traffic Resolutions Process.

### **Risks / legal**

There are no significant risk / legal implications from undertaking a policy review.

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

There are no climate change implications from undertaking a policy review, however the outcomes of the review may lead to a contribution to achieving the Council's Low Carbon Capital climate change targets. This will feature as a specific outcome of the review.

### **Communications Plan**

An Engagement and Communication Plan will be prepared in the establishment phase of the project.

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

There are no health and safety impacts related to undertaking a policy review.

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## **4. Monitoring**

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### **FIRST QUARTER REPORT 2017/18**

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#### **Purpose**

1. The attached report outlines the performance of the Council for the quarter ending 30 September 2017. The Committee is asked to note the contents of the quarterly report and approve it.

#### **Summary**

2. The format and nature of the content of the attached report is in line with the report you received for Quarter Three 2016/17. Further improvements are earmarked for future iterations of the quarterly report.
3. Council's performance for the first quarter of 2017/18 is summarised in the Performance Overview and subsequent summaries for each of the seven Activity Areas in the attached report. This includes both financial results and performance against key performance measures (KPIs) captured on a monthly or quarterly basis. An explanation is provided for any KPI variances of more than 10% above or below target.
4. There was a strong first quarter non-financial performance by the Council with 91% of key performance indicators (51/56) measured monthly or quarterly, being met, exceeded or substantially achieved (within 10% of target).
5. The appendix to the quarterly report captures detailed performance information for each of the seven Activity Areas, outlining the Council's progress against planned or budgeted performance for KPIs measured monthly or quarterly as well as Opex and Capex data at a detailed activity level.
6. At a consolidated level the year to date net operating deficit of \$7.316m is \$0.943m better than the budgeted deficit of \$8.259m. This is driven by underspend on expenditure of \$1.9m and unfavourable variance on income of \$0.9m.

#### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information;
2. Note the contents of the Quarterly Report: Quarter One 2017/18: and
3. Approve the Quarterly Report: Quarter One 2017/18.

#### **Background**

7. This is the first report of the new financial year. Due to resourcing demands there have been limited opportunities to make changes to the formatting and context of this report.
8. We expect the Quarter Two report to include the following enhancements: trend analysis to identify areas of focus plus updates on actions required to address emerging risks to delivery against planned activities, budgets, and performance targets.
9. Section two of this report contains a snapshot of selected performance measures from the Annual Report 2016/17, that show a three year trend, along with Quarter One performance comments.
10. For your reference, the KPI results reported in Annual Report 2016/17 have been added to the key performance indicator tables in Appendix A. The arrows indicate the variance of the Quarter One result compared to year-end 2016/17.

## **Discussion**

### Income

11. Year-to-date total income is below budget by \$0.958m. This is mainly due to lower revenue from NZTA (\$1.7m) resulting from changes to the phasing of the capital programme for roading and cycleway projects.

### Expenditure

12. Year-to-date total operating expenditure is underspent by \$1.901m. This is due to lower interest expense (\$0.9m) from a more favourable borrowing position and timing of some budgeted grant and funding payments (\$0.9m).

### Full year forecast

13. The forecast net operating surplus for the year is currently \$6.8m less than budget. The main unfavourable variances are the removal of the budgeted gain of disposal of the Municipal Office Building (\$5.1m) and higher demand for IT services (\$1.6m).

### Service delivery (KPI performance)

14. 91% of key performance indicators (51/56) measured monthly or quarterly were met, exceeded (a favourable variance of more than 10%) or substantially achieved (variance within 10% of target). Any significant variances, greater than 10% favourable or unfavourable, are explained in the quarterly report.

### Compliance with Treasury Policy

15. As at 30 September 2017 all of the core policy requirements were achieved.

## **Next Actions**

16. The Quarter Two report is planned for February 2018.

## **Attachments**

Attachment 1. Wellington City Quarterly Report: Quarter One

Page 93

|            |   |
|------------|---|
| Author     | Bronwen Green, Senior Advisor, Planning and Reporting |
| Authoriser | Kane Patena, Director Governance and Assurance        |

- 
- **WELLINGTON CITY COUNCIL**
- **WELLINGTON CITY QUARTERLY REPORT**

**Quarter One: 1 July to 30 September 2017**

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|   |           |
|---|-----------|
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## Section 1: Introduction

Welcome to the report covering the first quarter of Wellington City Council’s 2017/18 financial year. This quarter has been a busy time for teams assisting with production of the Annual Report 2016/17 and has seen increasing demands on resources as we ramp up key initiatives such as Our City Tomorrow, Let’s Get Wellington Moving and provide inputs into the Long-term Plan.

We are still operating from multiple physical locations, and many teams are co-located since the November 2016 earthquake; many projects that were previously delayed are now getting underway and project plans and spend forecasts are being realigned.

This is the first quarter of the new financial year and therefore no trend analysis has been performed on the key performance measures up to the end of September 2017.

Overall, the non-financial performance is strong and the financial performance is on track.

## Section 2: Snapshot of our year-end results

Section 1:

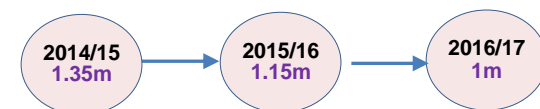
Below is a selection of key performance results showing a three year trend as reported in the Annual Report 2016/17, with a snapshot of the Quarter One performance. Further analysis will be provided in Quarter Two report.

- WCC corporate energy use (including WCC general, pools and recreation centres, and CCOs)



- Energy use increased for Q1 however was <1% behind target.

- Visits to Botanic Gardens (including Otari-Wilton’s Bush)



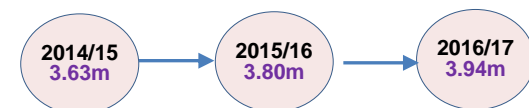
- Although Q1 visitor numbers were down at the Zoo and Botanic Gardens, Zealandia hosted 23,261 visitors, an increase on last year and 9447 (or 68%) ahead of plan.

- Visits to swimming pools



- Pool attendance was 6% down against target in Q1 due to the 5 yearly maintenance closure of Karori Pool. It was closed during July and August

- Library website visits



- A customer kiosk was installed in the Central library to promote the eBook and eAudio collections. Some 322 customers took advantage of the kiosk to learn more about the eLibrary collection.

## Section 3: Executive summary

### Overall








#### Non-financial

- The Council's performance was strong in the first quarter of 2017/18,
- 91% (51/56) of key performance indicators (KPIs) measured on a monthly or quarterly basis were met, exceeded or substantially achieved.

#### Financial

- Overall financial performance is on track.

### Quarter one – strategy areas

|   | Non-financial  | Financial  |
|---|--|--|
| <b>Governance</b><br>              | <ul style="list-style-type: none"> <li>• 4 of 4 KPIs were either met or substantially met*.</li> </ul>   | <ul style="list-style-type: none"> <li>• Under budget on opex by 23% mainly due to lower labour costs.</li> </ul>  |
| <b>Environment</b><br>            | <ul style="list-style-type: none"> <li>• 20 of 23 KPIs were exceeded, met or substantially met.</li> <li>• The unfavourable variances were seen in visitor numbers at the Zoo and Botanic Gardens, and non-urgent callouts for water supply.</li> </ul>      | <ul style="list-style-type: none"> <li>• 38% temporary overspend on capex due to the timing of the purchase of carbon credits as part of the Council's Emissions Trading Scheme (ETS) responsibilities and pressure on the reactive wastewater renewals programme. However the impact will be managed over the remainder of the year.</li> </ul> |
| <b>Economic Development</b><br>  | <ul style="list-style-type: none"> <li>• The single KPI (attendance at Council-supported events) was substantially met.</li> </ul>   | <ul style="list-style-type: none"> <li>• 16% temporary underspend on opex due to the timing of some operational grant and funding payments.</li> </ul>   |
| <b>Cultural Wellbeing</b><br>    | <ul style="list-style-type: none"> <li>• Both KPIs (the total number of performers and attendees) were met as target figure were apportioned based on actuals.</li> </ul>  | <ul style="list-style-type: none"> <li>• Under budget due to further delay in the final approval of the Movie Museum/Convention Centre project.</li> </ul>   |
| <b>Social and Recreation</b><br> | <ul style="list-style-type: none"> <li>• 14 of 15 KPIs were exceeded, met or substantially met.</li> <li>• The remaining KPI (number of compliance or enforcement actions taken per year) is a new measure.</li> </ul>                                       | <ul style="list-style-type: none"> <li>• 21% underspend on capex due to the timing of the earthquake strengthening programme. In particular projects at the Town Hall and Opera House</li> </ul>   |
| <b>Urban Development</b><br>     | <ul style="list-style-type: none"> <li>• 9 of 9 KPIs were either met or substantially met.</li> <li>• A shortage of structural engineers due to the November earthquake has had a negative impact on the timeliness of issuing building consents.</li> </ul> | <ul style="list-style-type: none"> <li>• No significant variance to budget.</li> </ul>   |
| <b>Transport</b><br>             | <ul style="list-style-type: none"> <li>• Transport has two KPIs that are measured monthly and reported each quarter. One KPI (response to urgent requests for service) had an unfavourable variance, achieving 90% compared to the 100% target.</li> </ul>   | <ul style="list-style-type: none"> <li>• 21% overspend on opex including extraordinary costs related to many weather-generated slips over recent months (including the \$800,000 clean-up costs for Ngaio Gorge).</li> <li>• 11% temporary overspend on capex</li> </ul>   |



due to a number of programmes being ahead of plan.

\*substantially met = within 10% of the target

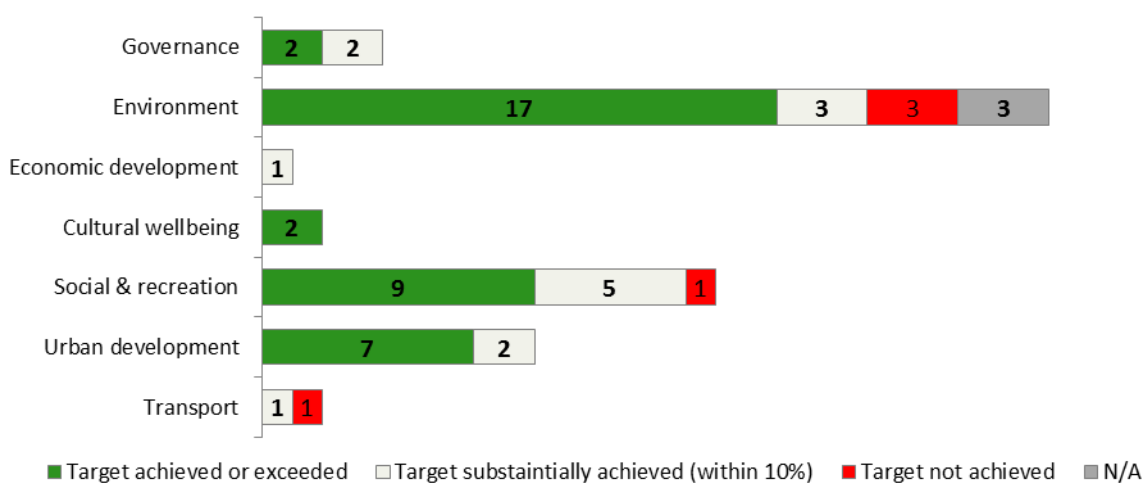
## Section 4: Performance overview

### Non-financial service performance

**Headlines:**

- Strong quarter one performance by the Council
- 91% of key performance indicators (51/56) measured on a monthly or quarterly basis were met or exceeded or substantially achieved

#### Quarter one – strategy areas

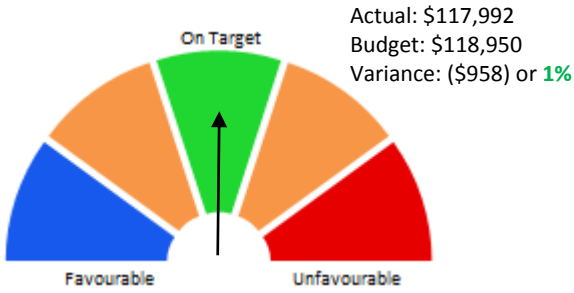


**Notes:**

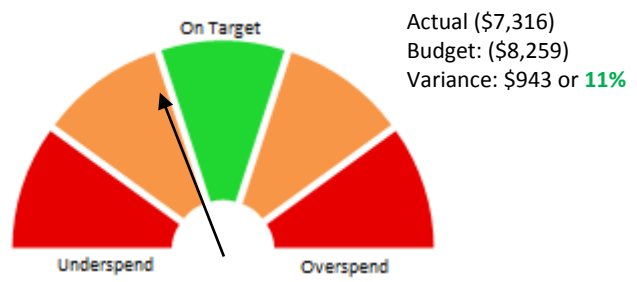
1. Any significant variances that are greater than 10% are explained in the body of the report. The full list of performance measures and the results are outlined in Appendix 1.

**Financial performance (YTD \$000)**

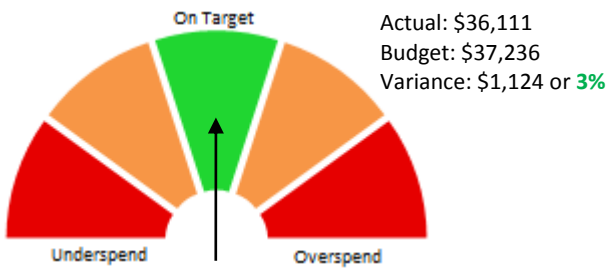
**Income**



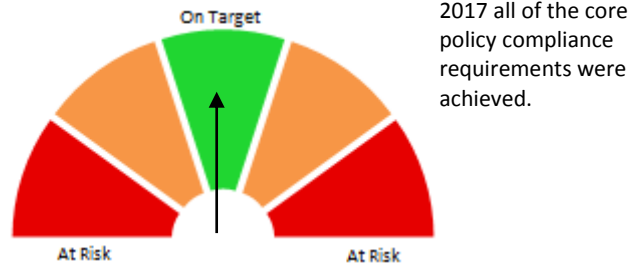
**Total net operating expenditure**



**Capital expenditure**



**Treasury Policy compliance**



Section 1:

## Section 5: Consolidated financial performance

### 1 July 2017 to 30 September 2017

The year-to-date net operating deficit of \$7.316m is \$0.943m better than the budgeted deficit of \$8.259m. Variances are explained below. Numbers in brackets are an unfavourable budget variance.

|  | YTD Actual<br>2018<br>(\$000) | YTD Budget<br>2018<br>(\$000) | YTD Variance<br>2018<br>(\$000) | Full Year<br>Forecast 2018<br>(\$000) | Revised<br>Budget 2018<br>(\$000) | Annual Plan<br>2018<br>(\$000) |
|--|-------------------------------|-------------------------------|---------------------------------|---------------------------------------|-----------------------------------|--------------------------------|
| Rates income                           | 74,795                        | 74,202                        | 593                             | 296,807                               | 296,807                           | 296,807                        |
| Income from activities                 | 30,191                        | 29,348                        | 843                             | 132,637                               | 131,513                           | 131,513                        |
| Investment income                      | 2,628                         | 2,907                         | (279)                           | 22,454                                | 22,454                            | 22,454                         |
| Interest income                        | 1                             | 3                             | (2)                             | 13                                    | 13                                | 13                             |
| Other income                           | 9,897                         | 11,990                        | (2,093)                         | 56,947                                | 62,074                            | 62,074                         |
| Development contributions              | 480                           | 500                           | (20)                            | 2,000                                 | 2,000                             | 2,000                          |
| <b>Total income</b>                    | <b>117,992</b>                | <b>118,950</b>                | <b>(958)</b>                    | <b>510,858</b>                        | <b>514,861</b>                    | <b>514,861</b>                 |
| Personnel expenditure                  | 27,535                        | 27,685                        | 150                             | 108,175                               | 107,582                           | 107,550                        |
| General expenses                       | 65,584                        | 66,437                        | 853                             | 243,144                               | 240,908                           | 240,940                        |
| Financing expenditure                  | 5,512                         | 6,388                         | 876                             | 25,420                                | 25,420                            | 25,420                         |
| Depreciation & amortisation            | 26,677                        | 26,699                        | 22                              | 106,567                               | 106,567                           | 106,567                        |
| <b>Total expenditure</b>               | <b>125,308</b>                | <b>127,209</b>                | <b>1,901</b>                    | <b>483,306</b>                        | <b>480,477</b>                    | <b>480,477</b>                 |
| <b>Net operating surplus/(deficit)</b> | <b>(7,316)</b>                | <b>(8,259)</b>                | <b>943</b>                      | <b>27,552</b>                         | <b>34,384</b>                     | <b>34,384</b>                  |

#### INCOME

Year-to-date total income is below budget by \$0.958m:

- Other income is \$2.1m lower than budget mainly due to lower revenue from NZTA (\$1.7m) for roading and cycleway projects due to changes in the phasing of the actual capital programme (timing difference only).
- Income from activities is \$0.8m higher than budget mainly due to additional revenue for contaminated/special waste from city and regional projects \$0.4m. [This favourable variance is in an operating area that is ring-fenced]
- Rates Income is \$0.6m higher than budget with higher rates penalties due to a timing difference in the application of arrears penalties \$0.3m and higher general rates income \$0.2m.

#### EXPENDITURE

Year-to-date total expenditure is under budget by \$1.901m.

- Financing expenditure is under budget by \$0.9m due to a more favourable borrowings position than budgeted.
- General expenses are \$0.9m under budget largely due to the timing of some budgeted operational grant and funding payments that have not been made yet.

#### FULL YEAR FORECAST

The forecast net operating surplus for the year is currently \$6.8m less than budget.

- The main unfavourable forecast variances are the removal of the budgeted gain on the disposal of the Municipal Office Building (MOB) \$5.1m and higher IT costs \$1.6m due to additional services being supported and increases in the demand for services.

## Net operating expenditure

| Strategy Area              | YTD              |                  |                    | Full Year          |                  |
|----------------------------|------------------|------------------|--------------------|--------------------|------------------|
|                            | Actual<br>\$'000 | Budget<br>\$'000 | Variance<br>\$'000 | Forecast<br>\$'000 | Budget<br>\$'000 |
| Governance                 | 3,717            | 4,843            | 1,125              | 18,423             | 18,423           |
| Environment                | 38,271           | 38,435           | 164                | 147,299            | 146,711          |
| Economic Development       | 7,961            | 9,437            | 1,476              | 27,835             | 27,835           |
| Cultural Wellbeing         | 7,687            | 8,279            | 592                | 20,037             | 20,037           |
| Social and Recreation      | 15,073           | 15,498           | 425                | 61,325             | 61,463           |
| Urban Development          | 4,168            | 4,330            | 163                | 15,366             | 16,337           |
| Transport                  | 9,432            | 7,790            | (1,642)            | 31,457             | 31,227           |
| <b>Total Strategy Area</b> | <b>86,309</b>    | <b>88,611</b>    | <b>2,302</b>       | <b>321,744</b>     | <b>322,035</b>   |
| Council                    | (78,993)         | (80,353)         | (1,360)            | (349,296)          | (356,419)        |
| <b>Total</b>               | <b>7,316</b>     | <b>8,259</b>     | <b>943</b>         | <b>(27,552)</b>    | <b>(34,384)</b>  |

## Capital expenditure

| Strategy Area              | YTD              |                  |                    | Full Year          |                  |
|----------------------------|------------------|------------------|--------------------|--------------------|------------------|
|                            | Actual<br>\$'000 | Budget<br>\$'000 | Variance<br>\$'000 | Forecast<br>\$'000 | Budget<br>\$'000 |
| Governance                 | 0                | 8                | 8                  | 30                 | 30               |
| Environment                | 11,189           | 8,089            | (3,100)            | 47,637             | 47,637           |
| Economic Development       | 240              | 319              | 79                 | 2,152              | 2,152            |
| Cultural Wellbeing         | 600              | 1,393            | 794                | 5,394              | 5,394            |
| Social and Recreation      | 8,906            | 11,324           | 2,417              | 50,358             | 50,358           |
| Urban Development          | 5,209            | 5,991            | 782                | 24,767             | 24,767           |
| Transport                  | 7,670            | 6,882            | (787)              | 59,313             | 59,313           |
| <b>Total Strategy Area</b> | <b>33,814</b>    | <b>34,006</b>    | <b>193</b>         | <b>189,651</b>     | <b>189,651</b>   |
| Council                    | 2,298            | 3,230            | 932                | 20,694             | 19,944           |
| <b>Total</b>               | <b>36,111</b>    | <b>37,236</b>    | <b>1,124</b>       | <b>210,345</b>     | <b>209,595</b>   |

## Statement of borrowings

Total committed borrowing facilities as at the end of September are \$541.5m providing headroom of \$96.0m. Our liquidity ratio is at 122% compared to the policy minimum of 115%.

|   | YTD 30 Sep 2017<br>\$000 | 30 June 2017<br>\$000 |
|---|--------------------------|-----------------------|
| <b>Facilities at start of year</b>          | <b>526,500</b>           | <b>506,500</b>        |
| New/matured facilities (net)                | 15,000                   | 20,000                |
| <b>Facilities at end of period</b>          | <b>541,500</b>           | <b>526,500</b>        |
| <b>Borrowings at start of year</b>          | <b>419,500</b>           | <b>400,500</b>        |
| Change in core borrowing + (-)              | 22,019                   | 34,406                |
| Repayment of loans + (-)                    | -                        | -                     |
| Change in working capital requirement + (-) | 3,981                    | (15,406)              |
| <b>Net borrowings at end of period</b>      | <b>445,500</b>           | <b>419,500</b>        |
| Plus unutilised facilities                  | 96,000                   | 107,000               |
| <b>Total borrowing facilities available</b> | <b>541,500</b>           | <b>526,500</b>        |

Note: 'Borrowing facilities' excludes \$5m of uncommitted funding lines. Facilities do not include short-term commercial paper or deposits.

## Treasury policy compliance

At 30 September 2017 all of the core policy compliance requirements were achieved as shown as below.

### Prudential Treasury Limits

| Prudential limits                          | Policy limit (%) | Actual (%) | Compliance |
|--|------------------|------------|------------|
| Borrowing as a % of income                 | <175             | 94.6       | Yes        |
| Net interest as a % of annual rates income | <20              | 8.6        | Yes        |

Notes: Net interest is actual. Annual rates and income are based on 2017/18 Annual Plan.

| Interest rate risk control limits (interest rate exposure) | Policy limit (%) | Actual (%) | Compliance |
|--|------------------|------------|------------|
| Fixed interest proportion                                  | 50-95            | 73         | Yes        |
| Broken down: 1-3 year bucket                               | 15-60            | 23         | Yes        |
| Broken down: 3-5 year bucket                               | 15-60            | 18         | Yes        |
| Broken down: 5+ year bucket                                | 15-60            | 59         | Yes        |

| Liquidity/funding risk (access to funds) | Policy limit (%) | Actual (%) | Compliance |
|--|------------------|------------|------------|
| Liquidity/funding risk (access to funds) | >115             | 122        | Yes        |
| Broken down: 0-3 year bucket             | 20-60            | 30         | Yes        |
| Broken down: 3-5 year bucket             | 20-60            | 29         | Yes        |
| Broken down: 5+ year bucket              | 15-60            | 42         | Yes        |

Notes: Liquidity is defined as: Current borrowings + committed loan facilities divided by current net external debt (for the purpose of measuring liquidity short dated Commercial Paper is excluded)

## Section 6: Quarter one performance in our strategy areas

### 1. Governance

#### Pārongo ā-tāone

*We want to maintain confidence in our decision-making.*

*We have an obligation to ensure the views of Māori and mana whenua are heard.*

#### Overview

#### Non-financial performance

**Headlines:** All four key performance indicators (KPIs) were either met or substantially met this quarter (within 10% of target). The full list of KPIs for Governance can be found in Appendix 1(a).

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity                                | YTD          |              |                | Quarter one comment                             | Full Year Forecast |               |
|---|--------------|--------------|----------------|---|--------------------|---------------|
|   | Actual \$000 | Budget \$000 | Variance \$000 |   | Forecast \$000     | Budget \$000  |
| 1.1 Governance, information, engagement | 3,634        | 4,694        | 1,060          | Under budget mainly due to lower labour costs.  | 18,123             | 18,123        |
| 1.2 Māori engagement (mana whenua)      | 84           | 149          | 65             | Temporary under spending in professional costs. | 300                | 300           |
| <b>Total</b>                            | <b>3,717</b> | <b>4,843</b> | <b>1,125</b>   |   | <b>18,423</b>      | <b>18,423</b> |

#### Capital expenditure – detail

| Activity                                   | YTD          |              |                | Quarter one comment | Full Year Forecast |              |
|--|--------------|--------------|----------------|---------------------|--------------------|--------------|
|  | Actual \$000 | Budget \$000 | Variance \$000 |                     | Forecast \$000     | Budget \$000 |
| 1.1 Governance, information and engagement | 0            | 8            | 8              |                     | 30                 | 30           |
| <b>Total</b>                               | <b>0</b>     | <b>8</b>     | <b>8</b>       |                     | <b>30</b>          | <b>30</b>    |

#### Achievements

##### Governance, information and engagement

- Governance.** The Council adopted the Annual Report 2016/17. Democratic Services, renamed Democracy Services, conducted the election of the Pacific Advisory Group and appointed new members to all the other Advisory Groups – Youth Council, Accessibility Advisory

Group and Environmental Reference Group.

##### Challenges and opportunities

- Governance.** The decision was made to move to a new contact centre technology system early 2018. Democracy Services unit has to conduct a by-election on 22 December following the resignation of a Councillor on 27 September.

## 2. Environment

### Taiao

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

### Overview

#### Non-financial performance

**Headlines:** 20 out of the 23 environment KPIs that were measured against target, were exceeded, met or substantially met this quarter (less than 10% unfavourable variance). This represents an 87% 'achieve' rate. Three KPIs had unfavourable variances more than 10%. Twelve KPIs exceeded the target by more than 10%. Three KPI did not have a target to report against. The table below outlines only KPIs with a significant variance (greater than 10% favourable or unfavourable). For the full list of KPIs see Appendix 1(a).

| KPI  | Actual | Target   | Variance      | Explanation   |
|--|--------|----------|---------------|---|
| Number of complaints about: drinking water clarity, taste, odour, continuity of supply and responsiveness to drinking water complaints per 1000 connections. | 2.79   | 35       | -32<br>92%    | On track.<br>There remains a significant level of concern regarding the adverse microbiological water quality trends in water abstracted from the Waiwhetu aquifer at Waterloo. The supply from the Hutt valley to Wellington City continues to be chlorinated as is standard practice. An upgrade to the treatment process at the Waterloo WTP to include disinfection with UV light is being commissioned as soon as practicable. |
| Median response time for: Attendance for urgent call outs  | 45     | 60 min   | -15<br>25%    | On track  |
| Median response time for: Resolution for urgent call outs  | 3.27   | 4 hours  | -0.73<br>18%  | On track  |
| Median response time for: Attendance for non-urgent call outs  | 44.57  | 36 hours | 8.57<br>-24%  | Risk assessing and reprioritising non urgent works led to delays in the response times of lower priority, non-urgent works. Service plan and Mark out request delays have also played a part. This is something that has been worked on in the past quarter specifically.   |
| Median response time for: Resolution of non-urgent call outs   | 2.15   | 15 days  | -12.85<br>86% | On track  |
| Number of unplanned supply cuts per 1000 connections   | 0.26   | 1        | -0.74<br>74%  | On track  |
| Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)  | 0.11   | 0.3      | -0.19<br>63%  | On track  |
| Dry weather wastewater overflows/1000 connections  | .08    | 0        | Sub. met      | There have been 6 dry weather network overflows; 3 due to blockages, 2 due to faults in the rising main and 1 due to a  |

| KPI   | Actual  | Target     | Variance        | Explanation  |
|---|---------|------------|-----------------|--|
|   |         |            |                 | broken air valve releasing sewerage from the rising main. All of these have been investigated and fixed.   |
| Number of complaints about: wastewater odour, faults, blockages, and responsiveness to wastewater system issues per 1000 connections. | 4.1     | 7.5        | -3.4<br>45%     | On track   |
| Median response time for wastewater overflows:<br>(a) attendance time   | 0.7     | 1 hour     | -0.3<br>30%     | On track   |
| Median response time for wastewater overflows:<br>(b) resolution time   | 2.75    | 6 hours    | -3.25<br>54%    | On track   |
| Number of pipeline blockages per km of pipeline   | 0.003   | 0.125      | -0.122<br>98%   | On track   |
| Number of complaints about stormwater system performance per 1000 connections   | 2.15    | 7.5        | -5.35<br>71%    | On track   |
| Median response time to attend a flooding event   | 42      | 60 min     | -18<br>30%      | On track   |
| Number of habitable floors per 1000 connected homes per flooding event  | 0.013   | Trend only | NA              | There were two confirmed habitable floors affected in a flooding event in July 2017. The two habitable floors were in fact the same property having their lower floor flooded. Both times this was due to minor slips caused by rainfall blocking a nearby culvert and subsequently overflowing into the property. A solution is currently being investigated. |
| Number of visitors to the Botanic Gardens (including Otari-Wilton's Bush)   | 221,094 | 320,000    | -98,906<br>-31% | Visitor numbers in the Botanic Garden and Otari-Wilton's Bush were down against target, mainly due to the adverse weather conditions over the quarter.   |
| Zoo - total admissions  | 42,538  | 49,603     | -7,065<br>-14%  | Inclement weather had a significant impact on Zoo visitation.  |
| Zealandia – visitors  | 23,361  | 14,475     | 8,886<br>61%    | ZEALANDIA hosted 23,361 visitors in the first quarter, up from 22,899 in the same quarter last year. In addition to the growing popularity of ZEALANDIA as a tourist destination, a mid-winter GrabOne offer (targeted at people living in Wellington) sold over 5,000 entries.  |



**Financial performance**

Total net operating expenditure



Capital expenditure



**Net operating expenditure - detail**

| Activity                                | YTD           |               |                | Quarter one comment   | Full Year Forecast |                |
|---|---------------|---------------|----------------|---|--------------------|----------------|
|   | Actual \$000  | Budget \$000  | Variance \$000 |   | Forecast \$000     | Budget \$000   |
| Gardens, beaches and open space         | 8,908         | 9,254         | 346            | Under budget mainly due to timing of maintenance costs and lower depreciation and labour costs. This is partly offset by additional repair costs for the higher than usual number of slips this winter.                                 | 36,402             | 36,167         |
| Waste reduction and energy conservation | 787           | 632           | (155)          | Although income is above plan by \$0.468m, higher than planned contract, material and maintenance costs have caused a temporary over spend. Higher income due to high volumes of contaminated waste is driving the favourable forecast. | 602                | 982            |
| Water                                   | 10,653        | 10,438        | (215)          | Current over spending is caused by higher unplanned maintenance and bulk water charges which are the cause of the forecast year-end position.   | 41,972             | 41,713         |
| Wastewater                              | 10,584        | 10,762        | 178            | The current under spending is caused by lower than planned depreciation and Waste Water plant operating costs. Insurance costs are over budget and expected to be at year-end.  | 43,163             | 42,893         |
| Stormwater                              | 4,509         | 4,506         | (3)            | The forecast over spend is due to insurance costs which are expected to continue to be unfavourable.  | 18,190             | 17,986         |
| Conservation attractions                | 2,831         | 2,842         | 11             |   | 6,970              | 6,970          |
| <b>Total</b>                            | <b>38,271</b> | <b>38,435</b> | <b>164</b>     |   | <b>147,299</b>     | <b>146,711</b> |

**Capital expenditure - detail**

| Activity                                | YTD           |              |                | Quarter one comment  | Full Year Forecast |               |
|---|---------------|--------------|----------------|--|--------------------|---------------|
|   | Actual \$000  | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Gardens, beaches and open spaces        | 1,222         | 1,156        | (66)           |  | 4,782              | 4,782         |
| Waste reduction and energy conservation | 1,424         | 185          | (1,239)        | Temporary over spend due to the timing of the purchase of Carbon Credits as part of Council's Emissions Trading Scheme (ETS) responsibilities.   | 2,718              | 2,718         |
| Water                                   | 3,484         | 3,375        | (109)          | The work programme is slightly ahead of plan.  | 16,349             | 16,349        |
| Wastewater                              | 3,584         | 1,907        | (1,678)        | The current variance is temporary. Rising mains bursts have put considerable pressure on the reactive renewals programme however and the impact will be managed over the remainder of the year.                    | 13,086             | 13,086        |
| Stormwater                              | 1,474         | 1,246        | (228)          | The current over spending is temporary and caused by some 2016-17 projects now being completed. Other work including Integrated Catchment Management Plans (ICMP) and modelling activity is running ahead of plan. | 9,860              | 9,860         |
| Conservation attractions                | 0             | 219          | 219            | Under budget due to delays in the Zoo renewals programme.  | 841                | 841           |
| <b>Total</b>                            | <b>11,189</b> | <b>8,089</b> | <b>(3,100)</b> |  | <b>47,637</b>      | <b>47,637</b> |

**Achievements**

- *Waste reduction.* In June 2017, we gained funding support to undertake another 6-12 month trial to develop recycling stations with four other councils. There will be bins for glass, co-mingle and general rubbish and the bins will have EyeFi technology that indicates how full the bin is. Nine potential locations across Wellington have been identified for the bins. We've also installed new glass bottle banks at the Recycle Centre.
- The Second Treasures Recycle Shop at the landfill saw customer numbers increase by 20% and income rise by about 30 percent from the same quarter last year (partly due to a growing TradeMe profile).
- Water. The first exploratory Wellington harbour bore was completed in August, discovering freshwater in both upper Waiwhetu and the Moera aquifers.

- Water. The water supply pipe renewal in Awa St Miramar has been completed.

**Challenges and opportunities**

**Water, wastewater and stormwater**

- Stormwater. We had to come up with a new innovative solution to allow fish passage in the existing South Karori Stormwater culvert – the use of collapsible baffles means in low flow it allows fish to migrate and high flow the baffles do not impede the flow of stormwater.
- Following the frequent flooding issues in Kilbirnie that caused a number of complaints and media coverage, Wellington Water commissioned a consultant to undertake a Master Planning exercise for the Kilbirnie West catchment. The resulting pipeline and pump station physical on-site investigations were completed in September.

### 3. Economic Development

#### Whanaketanga ōhanga

*By supporting city promotions, events and attractions, we underscore Wellington’s reputation as a great place to live and visit.*

#### Overview

#### Non-financial performance

**Headlines:** The single economic development quarterly KPI “estimated attendance at WCC supported events” was substantially met this quarter (within 10% of target). For the full list of KPIs see Appendix 1(a).

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity                        | YTD          |              |                | Quarter one comment  | Full Year Forecast |               |
|---------------------------------|--------------|--------------|----------------|--|--------------------|---------------|
|                                 | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| City promo and business support | 7,961        | 9,437        | 1,476          | Under budget due to the timing of some operational grant and funding payments. | 27,835             | 27,835        |
| <b>Total</b>                    | <b>7,961</b> | <b>9,437</b> | <b>1,476</b>   |  | <b>27,835</b>      | <b>27,835</b> |

#### Capital expenditure – detail

| Activity                        | YTD          |              |                | Quarter one comment  | Full Year Forecast |              |
|---------------------------------|--------------|--------------|----------------|--|--------------------|--------------|
|                                 | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000 |
| City promo and business support | 240          | 319          | 79             | Under budget due to minor delays in the Venues renewals programme. | 2,152              | 2,152        |
| <b>Total</b>                    | <b>240</b>   | <b>319</b>   | <b>79</b>      |  | <b>2,152</b>       | <b>2,152</b> |

## Achievements

The Wellington Regional Economic Development Agency (WREDA) had a solid quarter 1.

- Major events in the quarter including Beervana and Wellington on a Plate, attendances at all events was 116,344 with an estimated out of region spend of \$35m.
- The most recent figures (July) show that Wellington's Total Student Visas for YTD increased 9%. By percentage, Wellington's growth continues to be the highest of the regions. Markets showing increases include China, Colombia and Vietnam.
- Creative HQ developed *Venture Up Wellington*, a scale up programme. There are also 18 start ups for high growth incubation.
- The Business Events Wellington team had a successful start to the financial year, securing six international conferences. These events will inject a projected economic value of \$3.8m into the Wellington economy. The team has also won three national conferences, with a projected value of \$1.8m.

- Venues delivered 60 plus business events and conferences with over 57,000 delegates, patrons from outside the region spend an estimated \$20m. There were 76 performances, 104,000 attendees, with 26% coming from out of town.

The first full year of the Capital Express between Singapore and Wellington was completed in September delivering over 12,000 new in-bound visitors to Wellington exceeding the target for the year with strong growth in visitation from Singapore, India, Indonesia, China, Canberra and the UK

## Challenges and opportunities

The following items have been approved from the City Growth Fund during the quarter for upcoming initiatives:

- The Wellington International Pride Parade 2018
- City activation around the upcoming international cricket season.

## 4. Cultural Wellbeing

### Oranga ahura

*Supporting arts activity adds vibrancy to the city as well promoting inclusive, tolerant and strong communities.*

### Overview

#### Non-financial performance

**Headlines:** Both of the Cultural Wellbeing quarterly KPI (total number of performers and attendees at supported events) were met this quarter. For the full list of key performance indicators see Appendix 1(a).

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity              | YTD          |              |                | Quarter one comment  | Full Year Forecast |               |
|-----------------------|--------------|--------------|----------------|--|--------------------|---------------|
|                       | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Galleries and museums | 7,687        | 8,279        | 592            | Under budget mainly due to the timing differences between actual grant payments and the budget scheduling. | 20,037             | 20,037        |
| <b>Total</b>          | <b>7,687</b> | <b>8,279</b> | <b>592</b>     |  | <b>20,037</b>      | <b>20,037</b> |

#### Capital expenditure – detail

| Activity              | YTD          |              |                | Quarter one comment   | Full Year Forecast |              |
|-----------------------|--------------|--------------|----------------|---|--------------------|--------------|
|                       | Actual \$000 | Budget \$000 | Variance \$000 |   | Forecast \$000     | Budget \$000 |
| Galleries and museums | 600          | 1,393        | 794            | Under budget due to delay in the final approval of the Movie Museum/ Convention Centre project. | 5,394              | 5,394        |
| <b>Total</b>          | <b>600</b>   | <b>1,393</b> | <b>794</b>     |   | <b>5,394</b>       | <b>5,394</b> |

### Achievements

Artsplash was held in September:

- Audience for music and dance shows of ~19,000 (visual art audience estimated at 17,000 but un-ticketed and also may include some of the show attendees.)
- Participants for the shows was 8,264 (plus about 2,000 created an artwork) and doesn't include the musicians from the school orchestras (which would be at least approx. another 100).

## 5. Social and Recreation

### Pāpori me te hākinakina

We provide a wide range of services throughout the city to encourage quality of life and healthy lifestyles.

### Overview

#### Non-financial performance

**Headlines:** 14 out of 15 KPIs were exceeded, met or substantially met this quarter (less than 10% unfavourable variance). This represents a 93% 'achieve' rate. The table below outlines those performance indicators with a significant variance (greater than 10% favourable and unfavourable). For the full list of key performance indicators see Appendix 1(a).

| KPI   | Actual  | Target  | Variance       | Explanation   |
|---|---------|---------|----------------|---|
| Libraries - website visits  | 877,329 | 625,000 | 252,329 or 40% | Result well above target (due to the target being set before data on website use was available). Result is in line with previous quarter. |
| Public health & safety - number of compliance or enforcement actions taken per year | 3       | 0       | 3              | This is a new performance measure for the 2017/18 Annual Plan, with aspirational target of nil actions required for the year.             |

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity                         | YTD           |               |                | Quarter one comment   | Full Year Forecast |               |
|----------------------------------|---------------|---------------|----------------|---|--------------------|---------------|
|                                  | Actual \$000  | Budget \$000  | Variance \$000 |   | Forecast \$000     | Budget \$000  |
| Recreation promotion and support | 7,377         | 7,865         | 488            | Under budget mainly due to the timing of maintenance costs and grant payments.                            | 29,435             | 29,408        |
| Community support                | 4,550         | 4,637         | 86             | There was a 6.5% negative variance in income from user charges. Refer challenges.                         | 20,055             | 20,315        |
| Public health and safety         | 3,146         | 2,997         | (149)          | Over budget due to unbudgeted costs for the ongoing recovery work as a result of the November earthquake. | 11,835             | 11,740        |
| <b>Total</b>                     | <b>15,073</b> | <b>15,498</b> | <b>425</b>     |   | <b>61,325</b>      | <b>61,463</b> |

**Capital expenditure – detail**

| Activity                         | YTD          |               |                | Quarter one comment  | Full Year Forecast |               |
|----------------------------------|--------------|---------------|----------------|--|--------------------|---------------|
|                                  | Actual \$000 | Budget \$000  | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Recreation promotion and support | 2,065        | 3,451         | 1,386          | Under budget mainly due to the timing of the purchase of land from Victoria University at the Karori Pool. Also overall the work programme is slightly behind the budgeted timing. | 8,181              | 8,181         |
| Community support                | 6,813        | 7,628         | 814            | Work programme slightly behind budgeted schedule. Key projects include the upgrade of the Arlington flats, the Johnsonville Library and community centres work programme.          | 40,005             | 40,005        |
| Public health and safety         | 27           | 244           | 217            | Work programme behind schedule, key budget area relates to public conveniences.  | 2,173              | 2,173         |
| <b>Total</b>                     | <b>8,906</b> | <b>11,324</b> | <b>2,417</b>   |  | <b>50,358</b>      | <b>50,358</b> |

**Achievements**

- *Public health.* We have just signed a new contract with Hutt City Council to deliver animal control services for Wellington. We are progressing well in transitioning food business in Wellington to the requirements of the Food Act 2014. We have also continued strengthening our relationship with the SPCA and look forward to working more closely with them.
- *Community support.* We engaged with the community through a number of coordinated events at our centres, including Diwali at the Newlands Community Centre, Seniors Week High Tea at Churton Park Community Centre and Spring into Tawa at Tawa Community Centre. We also provided venues for pre-election voting and some on the day voting at Ngaio Town Hall, Island Bay, Tawa and Newlands Community Centres.
- *Libraries.* We worked in equal partnership with Hutt and Upper Hutt City Libraries to plan, develop and run Beyond the Page: Children and Youth Literary Festival during 8 – 23 July 2017. There were 4372 participants over 113 events offered at 22 libraries across the three cities.

- *Libraries.* Previously undiscovered letters and a story written by a Katherine Mansfield (aged 11) were recently discovered by author Redmer Yska in our heritage collection. Local History Specialist Gábor Tóth, was instrumental in the discovery.

**Challenges and opportunities**

- *Community support.* We worked with community housing tenants in Newlands to provide cooking classes at the community centre. We are upholding the quality of our Facebook pages to encourage more visits and followers. Three of the community centres have over 1,000 followers each.
- *Libraries.* Public consultation on the Johnsonville Library and Community Hub resulted in 440 people provided feedback with 86% supporting our overall plan. Many comments centred on the opportunities this would provide to Johnsonville.
  - An ongoing challenge is the library’s ability to realise revenue within a progressively digital environment, despite the fees for services such as internet access, which are commonly free in other public libraries.

## 6. Urban Development

### Tāone tupu ora

*Our focus is on embracing Wellington as a compact, vibrant, attractive and safe city that is built on a human scale and is easy to navigate.*

### Overview

#### Non-financial performance

**Headlines:** 9 out of 9 quarterly KPIs were either met or substantially met this quarter (less than 10% unfavourable variance). For the full list of KPIs for Urban Development, see Appendix 1(a).

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity                         | YTD          |              |                | Quarter one comment   | Full Year Forecast |               |
|----------------------------------|--------------|--------------|----------------|---|--------------------|---------------|
|                                  | Actual \$000 | Budget \$000 | Variance \$000 |   | Forecast \$000     | Budget \$000  |
| Urban planning and policy        | 1,958        | 1,961        | 3              |   | 7,305              | 7,632         |
| Building and development control | 2,209        | 2,369        | 160            | While income is a slightly unfavourable (mainly in the area of building inspections) under spending in personnel and contracts, materials and services is causing the net position to be favourable. The favourable forecast variance is due to anticipated high revenues in building consents. | 8,062              | 8,705         |
| <b>Total</b>                     | <b>4,168</b> | <b>4,330</b> | <b>163</b>     |   | <b>15,366</b>      | <b>16,337</b> |



**Capital expenditure – detail**

| Activity                         | YTD          |              |                | Quarter one comment  | Full Year Forecast |               |
|----------------------------------|--------------|--------------|----------------|--|--------------------|---------------|
|                                  | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Urban planning and policy        | 3,458        | 3,553        | 96             | The current under spending is temporary and due to some programmes being behind plan.  | 13,660             | 13,660        |
| Building and development control | 1,751        | 2,438        | 686            | Under budget due to the timing of the earthquake strengthening programme. In particular projects at the Wellington Town Hall and Opera House | 11,107             | 11,107        |
| <b>Total</b>                     | <b>5,209</b> | <b>5,991</b> | <b>782</b>     |  | <b>24,767</b>      | <b>24,767</b> |

**Achievements**

- Earthquake response.** The Council’s earthquake-prone building (EQP) policy was replaced by national legislation that replaced all EQP policies created and managed by councils. We began the process of transitioning our existing EQP buildings and notices across into the new regime. Officers have been working closely with building owners affected by the mandatory strengthening order issued under the Unreinforced Masonry (URM) Order in Council. Owners of these buildings have until 31 March 2018 to get their buildings fixed and the notices uplifted. Initially, there were 116 URM buildings on our list. By the end of this quarter we are down to 96 buildings and a lot of owners are working hard to meet the deadline. In partnership with the Earthquake Commission, BRANZ and the Insurance Council, we sponsored a one-day forum on the risks of non-structural elements in an earthquake. We are working with our partners on next steps to promote the issue.
- Building compliance and consents.** In October, Wellington successfully integrated with the Go Shift Portal successfully integrated with Go live, meaning that building consents and Code Compliance Certificate applications can now be applied for online. We performed a complete review of all internal building consent processing procedures to allow the processing of electronic building consents.

**Challenges and opportunities**

**Building and development control**

- Building compliance and consents.** Due to a skills shortage in the construction industry Building Compliance and Consents (BCC) recruitment efforts are ongoing. Additionally, BCC is still dealing with an increase in building activity in the commercial sector due to remedial, demolition and strengthening work following the November 2016 earthquake.

## 7. Transport

### Waka

*We manage the transport network so it's sustainable, safe and efficient.*

### Overview

#### Non-financial performance

**Headlines:** Transport has two KPIs that are measured monthly and reported each quarter. One KPI, response to urgent requests for service, had an unfavourable variance achieving 10% below target. The remaining KPIs are annual measures reported at year end. While Transport is experiencing some impact on delivery of the. For the full list of KPIs for Transport, see Appendix 1(a).

| KPI  | Actual | Target | Variance | Explanation  |
|--|--------|--------|----------|--|
| Requests for service response rate – urgent (within 2 hours) | 90%    | 100%   | -10%     | The main driver of this variance is the new contractor not completing sign-offs in time. The team is working towards getting this figure improved. |

#### Financial performance

Total net operating expenditure



Capital expenditure



#### Net operating expenditure – detail

| Activity     | YTD          |              |                | Quarter one comment  | Full Year Forecast |               |
|--------------|--------------|--------------|----------------|--|--------------------|---------------|
|              | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Transport    | 12,937       | 11,843       | (1,095)        | Current over spending is a combination of higher than planned depreciation and higher than planned contract costs as a consequence of the many weather generated slips over recent months (including \$0.800m clean-up costs for Ngaio Gorge). Negotiations are in train with NZTA regarding the possibility of subsidies for those extraordinary costs. | 46,102             | 46,102        |
| Parking      | (3,506)      | (4,053)      | (547)          | Over budget due to lower parking income and higher depreciation costs.   | (14,645)           | (14,875)      |
| <b>Total</b> | <b>9,432</b> | <b>7,790</b> | <b>(1,642)</b> |  | <b>31,457</b>      | <b>31,227</b> |

**Capital expenditure – detail**

| Activity     | YTD          |              |                | Quarter one comment  | Full Year Forecast |               |
|--------------|--------------|--------------|----------------|--|--------------------|---------------|
|              | Actual \$000 | Budget \$000 | Variance \$000 |  | Forecast \$000     | Budget \$000  |
| Transport    | 7,648        | 6,817        | (832)          | The current over spending is temporary and is due to a number of programmes being ahead of plan including some wall and bridge projects, road surface renewals and the Eastern and Hutt Road cycling projects. | 58,993             | 58,993        |
| Parking      | 22           | 66           | 44             | Replacement of parking assets behind schedule.   | 321                | 321           |
| <b>Total</b> | <b>7,670</b> | <b>6,882</b> | <b>(787)</b>   |  | <b>59,313</b>      | <b>59,313</b> |

**Achievements**

- *Let's Get Wellington Moving.* Preparation for public consultation beginning in Q2.
- Early September saw persistent rain and winds causing numerous slips around Wellington with widespread transport issues. WCC provided regular update on the affected areas on our website and social media.

**Challenges and opportunities**

- The target for our response to urgent service requests was not met. This was largely due to major weather events, with numerous calls and our contractor not physically being able to respond to all slip and flooding events within 2 hours. All sites were responded to and made safe as soon as possible. We also had a new contractor in the south coming to grips with new processes and showing an encouraging upward trend regarding their responsiveness.

## 8. Council-controlled organisations (CCOs)

### Ngā rōpū e here ana ki te Kaunihera

*CCOs have been set up to independently manage Council facilities, or to deliver significant services and undertake developments on behalf of the Wellington community.*

### Achievements

- **ZEALANDIA.** Visitation exceeded the quarter target and is expected to continue strongly for the remainder of the year. A total 1,896 people enjoyed a guided tour, up from 734 for the same period last year and ZEALANDIA is now running both day and night tours seven days per week.
- **Wellington Zoo.** Pub Charity Ltd has approved a \$500,000 grant which will contribute to animal welfare improvements and an improvement to visitor engagement. The Zoo retains its Qualmark Enfiro Gold certification in the sustainable Tourism category and the Zoo shop was national runner up in the Innovation category of the national NZ Retail Top Shop awards. The Wellington Zoo conservation fund continues to grow and help to save animals in the wild and the Zoo developed a new conservation relationship with the West Coast Penguin Trust during the quarter.
- **Basin Reserve:** Redevelopment works to the RA Vance Stand and the scoreboards continued according to plan with both upgrades expected to be complete in time for the first cricket test on 1 December. After quarter end, the northern entrance to the Basin Reserve has been upgraded to assist crowd movement at large events.
- **Experience Wellington**
  - **Space Place.** Had 14,135 visitors, well ahead of the targeted 11,500. Contributing factors included the success of the Far From Frozen pop-up exhibition during the July school holidays, and *Space Place's* new robots programme.
  - **Capital E.** Drew 37,774 visitors against a targeted 27,500. There was strong attendance at the Hannah Playhouse and at the Te Reo Māori performances of *Hinepau* in partnership with Taki Rua. Capital E has also been growing its social media profile.
  - **City Gallery.** Visitor numbers were high – 37,774 against a targeted 27,500. In August, the gallery introduced a new suite of exhibitions including *Occulture: The Dark Arts*, *John Stezaker: Lost World*, and *Colonial Sugar: Jasmine Togo Brisby and Tracey Moffatt*. Challenges and opportunities
- **Cable Car.** Passenger numbers totalled 190,600, down from a budgeted 206,367 because the period included the Cable Car's annual maintenance closure period.
- **City Gallery** will close until early in the new year as works on upgrading the entrance are completed.

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# APPENDIX 1 – DETAILED PERFORMANCE INFORMATION

Quarter one: 1 July to 30 September 2017

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## (a) Key performance indicators – detailed performance information

Note: Unfavourable variances are shown in brackets.

### Governance

| Activity | Description  | Year End 2016/17 | Actual | Year to date Target | Variance | Variance from year end |
|----------|--|------------------|--------|---------------------|----------|------------------------|
| 1.1      | Council and committee agendas (%) are made available to the public within statutory timeframes (2 working days prior to the meeting) | 95%              | 100%   | 100%                | 0%       |                        |
| 1.1      | Council and committee agendas (%) that are made available to elected members 5 days prior to the meeting                             | 79%              | 87%    | 80%                 | 9%       |                        |
| 1.1      | Contact Centre response times – calls (%) answered within 30 seconds   | 73%              | 74%    | 80%                 | (6%)     |                        |
| 1.1      | Contact Centre response times – emails (%) responded to within 24 hours  | 98%              | 99%    | 100%                | (1%)     |                        |

### Environment

| Activity | Description  | Year End 2016/17 | Actual    | Year to date Target | Variance | Variance from year end |
|----------|--|------------------|-----------|---------------------|----------|------------------------|
| 2.1      | Number of visitors to the Botanic Garden (including Otari-Wilton's Bush)   | 1.042m           | 221,094   | 320,000             | (31%)    |                        |
| 2.1      | Street cleaning (%) compliance with quality performance standards  | 97%              | 98%       | 98%                 | 0%       |                        |
| 2.2      | Waste diverted from the landfill (tonnes)  | 18,078           | 4,094     | 4,125               | (1%)     |                        |
| 2.2      | WCC corporate energy use (including WCC general, pools and recreation centres and CCOs)  | 15,102 kWh       | 6,986 kWh | 6,967 kWh           | (0.3%)   |                        |
| 2.3      | Number of complaints about:<br>(a) drinking water clarity<br>(b) drinking water taste<br>(c) drinking water odour<br>(d) drinking water continuity of supply<br>(e) responsiveness to drinking water complaints per 1000 connections | 13.84            | 2.79      | 35                  | 92%      |                        |
| 2.3      | Median response time for: Attendance for urgent call outs  | 51               | 45        | 60 mins             | 25%      |                        |
| 2.3      | Median response time for: Resolution for urgent call outs  | 3.23             | 3.27      | 4 hours             | 18%      |                        |
| 2.3      | Median response time for: Attendance for non-urgent call outs  | 44.8             | 44.57     | 36 hours            | (24%)    |                        |
| 2.3      | Median response time for: Resolution of non-urgent call outs   | 2.93             | 2.15      | 15 days             | 86%      |                        |
| 2.3      | Number of unplanned supply cuts per 1000 connections   | 0.71             | .26       | <1                  | 74%      |                        |
| 2.4      | Number of wastewater reticulation incidents (blockages) per km of reticulation pipeline  | 0.64             | 0.11      | <= 0.3              | 63%      |                        |
| 2.4      | Dry weather wastewater overflows/1000 connections  | 0.46             | 0.08      | 0                   | (0%)     |                        |
| 2.4      | Number of complaints about:<br>(a) wastewater odour<br>(b) wastewater system faults<br>(c) wastewater system blockages<br>(d) responsiveness to wastewater system issues per 1000 connections  | 19.72            | 4.1       | 7.5                 | 45%      | NA                     |

| Activity | Description   | Year End 2016/17 | Year to date |                |                  | Variance from year end |
|----------|---|------------------|--------------|----------------|------------------|------------------------|
|          |   |                  | Actual       | Target         | Variance         |                        |
| 2.4      | Breaches of resource consents for discharges from wastewater system. Number of:<br>- abatement notices<br>- infringement notices<br>- enforcement orders<br>- convictions<br>for discharges from wastewater system. | 0                | 0            | 0              | Met              | →                      |
| 2.4      | Median response time for wastewater overflows:<br>(a) attendance time   | 0.77             | 0.7          | (a) <= 1 hour  | 30%              | →                      |
|          | b) resolution time  | 2.68             | 2.75         | (b) <= 6 hours | 54%              | →                      |
| 2.5      | Number of pipeline blockages per km of pipeline   | 0.04             | .003         | <= 0.125       | 98%              | →                      |
| 2.5      | Number of complaints about stormwater system performance per 1000 connections   | 18.18            | 2.15         | 7.5            | 71%              | ↗                      |
| 2.5      | Breaches of resource consents for discharges from stormwater system. Number of:<br>- abatement notices<br>- infringement notices<br>- enforcement orders<br>- convictions<br>for discharges from stormwater system. | 0                | 0            | 0              | Met              | →                      |
| 2.5      | Number of flooding events   | 6                | 2            | No target      | NA<br>Trend only | →                      |
| 2.5      | Number of habitable floors per 1000 connected homes per flooding event  | 0.11             | 0.013        | No target      | NA<br>Trend only | ↗                      |
| 2.5      | Median response time to attend a flooding event   | 57               | 42 mins      | <= 60 minutes  | 30%              | ↗                      |
| 2.5      | Percentage of days during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use.   | 99.9%            | NA           | 90%            | NA               | NA                     |
| 2.5      | Percentage of monitored sites that have a rolling 12-month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml  | 96%              | 96%          | 90%            | 7%               | →                      |
| 2.6      | Zoo – total admissions  | 230,632          | 42,538       | 49,603         | (14%)            | ↘                      |
| 2.6      | Zealandia – visitors  | 125,179          | 23,361       | 13,914         | 68%              | ↗                      |

### Economic Development

| Activity | Description                                  | Year End 2016/17 | Year to date |         |          | Variance from year end |
|----------|--|------------------|--------------|---------|----------|------------------------|
|          |  |                  | Actual       | Target  | Variance |                        |
| 3.1      | Estimated attendance at WCC supported events | 657,743          | 116,344      | 120,000 | (3%)     | →                      |

### Cultural Wellbeing

| Activity | Description   | Year End 2016/17 | Year to date |        |          | Variance from year end |
|----------|---|------------------|--------------|--------|----------|------------------------|
|          |   |                  | Actual       | Target | Variance |                        |
| 4.1      | Venues Subsidy - Total number of performers at supported events | 19,149           | 10,100       | 10,000 | 1%       | ↗                      |
| 4.1      | Venues Subsidy - Total number of attendees at supported events  | 144,053          | 35,121       | 35,000 | 0%       | →                      |

### Social and Recreation



| Activity | Description  | Year End 2016/17 | Year to date |                |          | Variance from year end |
|----------|--|------------------|--------------|----------------|----------|------------------------|
|          |  |                  | Actual       | Target         | Variance |                        |
| 5.1      | Visits to facilities – swimming pools  | 1,318,555        | 281,269      | 298,000        | (6%)     |                        |
| 5.1      | Visits to facilities – recreation centres and ASB Sports Centre  | 1,223,588        | 328,275      | 325,000        | 1%       |                        |
| 5.2      | Occupancy rate of available housing facilities   | 97%              | 94%          | 90%            | 5%       |                        |
| 5.2      | All tenants (existing and new) housed with policy  | 97%              | 98%          | 98%            | 0%       |                        |
| 5.2      | Libraries – physical visits  | 2,159,555        | 641,455      | 600,000        | 7%       |                        |
| 5.2      | Library items issued   | 2,811,921        | 743,885      | 750,000        | (1%)     |                        |
| 5.2      | Libraries – website visits   | 3,939,631        | 877,329      | 625,000        | 40%      |                        |
| 5.2      | Occupancy rates (%) of Wellington City Council Community Centres and Halls   | 45%              | 45.4%        | 45%            | 0%       |                        |
| 5.3      | Dog control – urgent requests responded to within 1 hour and non-urgent within 24 hours                                      | 91%              | 92%          | Urgent 100%    | (8%)     |                        |
|          |  | 97%              | 97%          | Non-urgent 99% | (2%)     |                        |
| 5.3      | WCC public toilets – urgent requests responded to within 4 hours and non-urgent within 3 days                                | 100%             | 98%          | Urgent 100%    | (2%)     |                        |
|          |  | 98%              | 98%          | Non-urgent 95% | 3%       |                        |
| 5.3      | WCC public toilets (%) that meet required cleanliness and maintenance performance standards                                  | 98%              | 96%          | 95%            | 1%       |                        |
| 5.3      | Percentage of alcohol inspections of medium, high and very high risk premises that are carried out during peak trading hours | 17%              | 25%          | 25%            | 0%       |                        |
| 5.3      | Number of compliance or enforcement actions taken per year   | New              | 3            | 0              | Not met  | NA                     |

### Urban Development

| Activity | Description  | Year End 2016/17 | Year to date |        |          | Variance from year end |
|----------|--|------------------|--------------|--------|----------|------------------------|
|          |  |                  | Actual       | Target | Variance |                        |
| 6.2      | Building consents issued within 20 working days  | 87%              | 96%          | 100%   | (4%)     |                        |
| 6.2      | Code of Compliance Certificates issued within 20 working days  | 96%              | 95%          | 100%   | (5%)     |                        |
| 6.2      | Land Information Memorandums (LIMs) issued within 10 working days                                      | 96%              | 100%         | 100%   | 0%       |                        |
| 6.2      | Resource consents (non-notified) issued within statutory timeframes                                    | 99.8%            | 100%         | 100%   | 0%       |                        |
| 6.2      | Resource consents that are monitored within 3 months of project commencement                           | 93.5             | 100%         | 90%    | 11%      |                        |
| 6.2      | Subdivision certificates – Section 223 certificates issued within statutory timeframes                 | 100%             | 100%         | 100%   | 0%       |                        |
| 6.2      | Noise control (excessive noise) complaints investigated within 1 hour                                  | 96.6             | 96.1%        | 90%    | 6%       |                        |
| 6.2      | Environmental complaints investigated within 48 hours  | 97.5%            | 100%         | 98%    | 2%       |                        |
| 6.2      | Earthquake-prone building notifications (section 124) (%) that are issued without successful challenge | 100%             | 100%         | 95%    | 5%       |                        |



**Transport**

| Activity | Description  | Year End 2016/17 | Year to date |        |          | Variance from year end  |
|----------|--|------------------|--------------|--------|----------|---|
|          |  |                  | Actual       | Target | Variance |   |
| 7.1      | Requests for service response rate – urgent (within 2 days)      | 89%              | 90%          | 100%   | (10%)    |  |
| 7.1      | Requests for service response rate – non-urgent (within 15 days) | 94%              | 95%          | 100%   | (5%)     |  |

Item 4.1 Attachment 1

## (b) Operational expenditure – detailed performance information

Note: Unfavourable variances are shown in brackets.

### Governance

| Group                      | Activity | Activity Description                 | YTD          |              |                | Full Year     |
|----------------------------|----------|--------------------------------------|--------------|--------------|----------------|---------------|
|                            |          |                                      | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 1.1                        | 1000     | Annual Planning                      | 136          | 394          | 258            | 1,525         |
| 1.1                        | 1001     | Policy                               | 279          | 329          | 50             | 1,271         |
| 1.1                        | 1002     | Committee & Council Process          | 1,502        | 1,809        | 307            | 6,965         |
| 1.1                        | 1003     | Strategic Planning                   | 176          | 256          | 80             | 992           |
| 1.1                        | 1004     | Tawa Community Board - Discretionary | 3            | 3            | (0)            | 11            |
| 1.1                        | 1005     | Smart Capital - Marketing            | 88           | 138          | 50             | 548           |
| 1.1                        | 1007     | WCC City Service Centre              | 202          | 212          | 11             | 812           |
| 1.1                        | 1008     | Call Centre SLA                      | 604          | 649          | 45             | 2,492         |
| 1.1                        | 1009     | Valuation Services Contract          | 56           | 128          | 72             | 509           |
| 1.1                        | 1010     | Lands Information                    | 257          | 305          | 49             | 1,176         |
| 1.1                        | 1011     | Archives                             | 331          | 470          | 139            | 1,824         |
| 1.2                        | 1012     | Funding agreements – Maori           | 66           | 123          | 57             | 196           |
| 1.2                        | 1013     | Maori Engagement                     | 18           | 26           | 8              | 104           |
| <b>Strategy Area Total</b> |          |                                      | <b>3,717</b> | <b>4,843</b> | <b>1,125</b>   | <b>18,423</b> |

### Environment

| Group | Activity | Activity Description                          | YTD          |              |                | Full Year    |
|-------|----------|---|--------------|--------------|----------------|--------------|
|       |          |   | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 2.1   | 1014     | Parks and Reserves Planning                   | 209          | 204          | (5)            | 787          |
| 2.1   | 1015     | Reserves Unplanned Maintenance                | 132          | 47           | (85)           | 262          |
| 2.1   | 1016     | Turf Management                               | 301          | 348          | 47             | 1,336        |
| 2.1   | 1017     | Park Furniture and Infrastructure Maintenance | 382          | 403          | 21             | 1,676        |
| 2.1   | 1018     | Parks and Buildings Maintenance               | 313          | 479          | 166            | 1,904        |
| 2.1   | 1019     | Horticultural Operations                      | 545          | 541          | (4)            | 2,043        |
| 2.1   | 1020     | Arboricultural Operations                     | 296          | 484          | 188            | 1,382        |
| 2.1   | 1021     | Botanic Gardens Services                      | 1,281        | 1,242        | (38)           | 4,717        |
| 2.1   | 1022     | Coastal Operations                            | 246          | 272          | 26             | 1,076        |
| 2.1   | 1023     | Open Space Vegetation Mgmt                    | 0            | 0            | 0              | 0            |
| 2.1   | 1024     | Road Corridor Growth Control                  | 272          | 228          | (45)           | 904          |
| 2.1   | 1025     | Street Cleaning                               | 1,741        | 1,854        | 113            | 7,378        |
| 2.1   | 1026     | Hazardous Trees Removal                       | 160          | 109          | (50)           | 477          |
| 2.1   | 1027     | Town Belts Planting                           | 330          | 356          | 26             | 924          |
| 2.1   | 1028     | Townbelt-Reserves Management                  | 821          | 750          | (71)           | 3,218        |
| 2.1   | 1030     | Community greening initiatives                | 133          | 117          | (16)           | 565          |
| 2.1   | 1031     | Environmental Grants Pool                     | 1            | 60           | 58             | 100          |
| 2.1   | 1032     | Walkway Maintenance                           | 98           | 167          | 69             | 662          |
| 2.1   | 1033     | Weeds & Hazardous Trees Monitoring            | 381          | 217          | (164)          | 843          |
| 2.1   | 1034     | Animal Pest Management                        | 110          | 158          | 48             | 1,292        |
| 2.1   | 1035     | Waterfront Public Space Management            | 1,155        | 1,217        | 62             | 4,855        |
| 2.2   | 1036     | Landfill Operations & Maintenance             | (201)        | (294)        | (93)           | (1,888)      |

| Group                      | Activity | Activity Description                                | YTD           |               |                | Full Year      |
|----------------------------|----------|---|---------------|---------------|----------------|----------------|
|                            |          |   | Actual \$000  | Budget \$000  | Variance \$000 | Budget \$000   |
| 2.2                        | 1037     | Suburban Refuse Collection                          | (23)          | (84)          | (61)           | (438)          |
| 2.2                        | 1038     | Domestic Recycling                                  | 540           | 599           | 59             | 1,489          |
| 2.2                        | 1039     | Waste Minimisation Info                             | 139           | 260           | 121            | 835            |
| 2.2                        | 1040     | Litter Enforcement                                  | (4)           | 24            | 28             | 92             |
| 2.2                        | 1041     | Closed Landfill Gas Migr Monit                      | 219           | 80            | (139)          | 319            |
| 2.2                        | 1042     | Smart Energy  | 118           | 48            | (69)           | 193            |
| 2.3                        | 1043     | Water - Meter Reading                               | 33            | 39            | 6              | 154            |
| 2.3                        | 1044     | Water - Network Maintenance                         | 1,228         | 1,072         | (156)          | 4,266          |
| 2.3                        | 1045     | Water - Water Connections                           | (25)          | (9)           | 16             | (35)           |
| 2.3                        | 1046     | Water - Pump Stations Maintenance-Ops               | 281           | 257           | (24)           | 1,024          |
| 2.3                        | 1047     | Water - Asset Stewardship                           | 4,853         | 4,590         | (263)          | 18,457         |
| 2.3                        | 1048     | Water - Reservoir-Dam Maintenance                   | 25            | 68            | 43             | 271            |
| 2.3                        | 1049     | Water - Monitoring & Investigation                  | 113           | 141           | 28             | 561            |
| 2.3                        | 1050     | Water - Asset Management                            | 113           | 181           | 68             | 718            |
| 2.3                        | 1051     | Water - Bulk Water Purchase                         | 4,032         | 4,099         | 67             | 16,555         |
| 2.4                        | 1052     | Wastewater - Asset Stewardship                      | 4,058         | 3,464         | (594)          | 14,152         |
| 2.4                        | 1053     | Wastewater - Trade Waste Monitoring & Investigation | 68            | 74            | 6              | 292            |
| 2.4                        | 1055     | Wastewater - Network Maintenance                    | 668           | 697           | 28             | 2,767          |
| 2.4                        | 1057     | Wastewater - Asset Management                       | 172           | 197           | 25             | 767            |
| 2.4                        | 1058     | Wastewater - Monitoring & Investigation             | 474           | 397           | (76)           | 1,573          |
| 2.4                        | 1059     | Wastewater - Pump Station Maintenance-Ops           | 303           | 336           | 32             | 1,338          |
| 2.4                        | 1060     | Wastewater - Treatment Plants                       | 4,589         | 5,258         | 669            | 20,967         |
| 2.4                        | 1062     | Sewerage Disposal                                   | 252           | 339           | 88             | 1,306          |
| 2.5                        | 1063     | Stormwater - Asset Stewardship                      | 3,448         | 3,262         | (186)          | 13,253         |
| 2.5                        | 1064     | Stormwater - Network Maintenance                    | 461           | 569           | 109            | 2,261          |
| 2.5                        | 1065     | Stormwater - Monitoring & Investigation             | 146           | 199           | 53             | 789            |
| 2.5                        | 1066     | Stormwater - Asset Management                       | 277           | 226           | (50)           | 896            |
| 2.5                        | 1067     | Drainage Maintenance                                | 172           | 238           | 67             | 948            |
| 2.5                        | 1068     | Stormwater - Pump Station Maintenance-Ops           | 6             | 11            | 5              | 43             |
| 2.6                        | 1069     | Karori Sanctuary                                    | 695           | 699           | 4              | 1,814          |
| 2.6                        | 1070     | Wellington Zoo Trust                                | 2,135         | 2,143         | 7              | 5,156          |
| <b>Strategy Area Total</b> |          |   | <b>38,271</b> | <b>38,435</b> | <b>164</b>     | <b>147,299</b> |

## Economic Development

| Group | Activity | Activity Description            | YTD          |              |                | Full Year    |
|-------|----------|---------------------------------|--------------|--------------|----------------|--------------|
|       |          |                                 | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 3.1   | 1073     | Positively Wellington Tourism   | 2,814        | 2,815        | 1              | 5,630        |
| 3.1   | 1074     | Events Fund                     | 2,104        | 2,104        | (0)            | 4,523        |
| 3.1   | 1075     | Wellington Venues               | 1,059        | 1,037        | (21)           | 3,884        |
| 3.1   | 1076     | Destination Wellington          | 81           | 444          | 363            | 1,775        |
| 3.1   | 1077     | City Innovation                 | 284          | 267          | (17)           | 1,045        |
| 3.1   | 1078     | Wellington Convention Centre    | (0)          | (3)          | (2)            | (0)          |
| 3.1   | 1079     | CBD Weekend Parking             | 345          | 371          | 26             | 1,476        |
| 3.1   | 1080     | Economic Development Grant Pool | 0            | 0            | 0              | 50           |

| Group                      | Activity | Activity Description           | YTD          |              |                | Full Year     |
|----------------------------|----------|--------------------------------|--------------|--------------|----------------|---------------|
|                            |          |                                | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 3.1                        | 1081     | Economic Growth Strategy       | 94           | 100          | 6              | 383           |
| 3.1                        | 1082     | Economic Development Fund      | 970          | 783          | (187)          | 3,000         |
| 3.1                        | 1083     | Airport Runway Extension       | (2)          | 0            | 2              | 0             |
| 3.1                        | 1084     | Indoor Arena                   | 1            | 0            | (1)            | 0             |
| 3.1                        | 1085     | Film Museum                    | 0            | (4)          | (4)            | 0             |
| 3.1                        | 1086     | Westpac Stadium                | 0            | 1,250        | 1,250          | 5,000         |
| 3.1                        | 1087     | International Relations        | 146          | 201          | 56             | 778           |
| 3.1                        | 1088     | Marsden Village                | 4            | 4            | 0              | 14            |
| 3.1                        | 1089     | Business Improvement Districts | 64           | 69           | 5              | 277           |
| <b>Strategy Area Total</b> |          |                                | <b>7,961</b> | <b>9,437</b> | <b>1,476</b>   | <b>27,835</b> |

### Cultural Wellbeing

| Group                      | Activity | Activity Description                | YTD          |              |                | Full Year     |
|----------------------------|----------|-------------------------------------|--------------|--------------|----------------|---------------|
|                            |          |                                     | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 4.1                        | 1090     | Wellington Museums Trust            | 3,700        | 4,413        | 713            | 9,162         |
| 4.1                        | 1091     | Museum of Conflict                  | 0            | 500          | 500            | 500           |
| 4.1                        | 1092     | Te Papa Funding                     | 563          | 563          | 0              | 2,250         |
| 4.1                        | 1093     | Carter Observatory                  | 410          | 260          | (150)          | 681           |
| 4.1                        | 1095     | Community Events Programme          | 673          | 639          | (34)           | 2,653         |
| 4.1                        | 1096     | WW1 Commemorations                  | 0            | 0            | 0              | 0             |
| 4.1                        | 1097     | Citizen's Day - Mayoral Day         | 0            | 0            | 0              | 22            |
| 4.1                        | 1098     | Cultural Grants Pool                | 959          | 597          | (362)          | 1,132         |
| 4.1                        | 1099     | Wgtn Convention Center Comm Subsidy | 223          | 115          | (108)          | 200           |
| 4.1                        | 1100     | Community Arts Programme            | 184          | 134          | (50)           | 526           |
| 4.1                        | 1101     | NZSO Subsidy                        | 31           | 52           | 21             | 216           |
| 4.1                        | 1102     | Toi Poneke Arts Centre              | 234          | 230          | (3)            | 905           |
| 4.1                        | 1103     | Public Art Fund                     | 64           | 116          | 53             | 459           |
| 4.1                        | 1104     | New Zealand Ballet                  | 23           | 219          | 197            | 412           |
| 4.1                        | 1105     | Orchestra Wellington                | 0            | 279          | 279            | 279           |
| 4.1                        | 1106     | Regional Amenities Fund             | 622          | 160          | (462)          | 641           |
| <b>Strategy Area Total</b> |          |                                     | <b>7,687</b> | <b>8,279</b> | <b>592</b>     | <b>20,037</b> |

### Social and Recreation

| Group | Activity | Activity Description             | YTD          |              |                | Full Year    |
|-------|----------|----------------------------------|--------------|--------------|----------------|--------------|
|       |          |                                  | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 5.1   | 1107     | Swimming Pools Operations        | 4,062        | 4,146        | 84             | 15,210       |
| 5.1   | 1108     | Sportsfields Operations          | 831          | 947          | 116            | 3,199        |
| 5.1   | 1109     | Synthetic Turf Sport Operations  | 176          | 236          | 60             | 1,042        |
| 5.1   | 1110     | Recreation Centres               | 499          | 507          | 8              | 2,154        |
| 5.1   | 1111     | ASB Sports Centre                | 1,206        | 1,230        | 24             | 5,161        |
| 5.1   | 1112     | Basin Reserve Trust              | 308          | 483          | 175            | 1,278        |
| 5.1   | 1113     | Recreational NZ Academy Sport    | 0            | 0            | 0              | 47           |
| 5.1   | 1114     | Playground & Skate Facility Mtnc | 206          | 211          | 5              | 837          |

| Group                      | Activity | Activity Description                | YTD           |               |                | Full Year     |
|----------------------------|----------|-------------------------------------|---------------|---------------|----------------|---------------|
|                            |          |                                     | Actual \$000  | Budget \$000  | Variance \$000 | Budget \$000  |
| 5.1                        | 1115     | Marina Operations                   | (1)           | (26)          | (25)           | 23            |
| 5.1                        | 1116     | Municipal Golf Course               | 28            | 52            | 24             | 176           |
| 5.1                        | 1117     | Recreation Programmes               | 62            | 78            | 16             | 308           |
| 5.2                        | 1118     | Library Network - Wide Operation    | 3,507         | 3,737         | 230            | 14,618        |
| 5.2                        | 1119     | Branch Libraries                    | 1,535         | 1,465         | (70)           | 5,706         |
| 5.2                        | 1120     | Passport to Leisure Programme       | 35            | 31            | (4)            | 119           |
| 5.2                        | 1121     | Community Advice & Information      | 421           | 379           | (42)           | 1,394         |
| 5.2                        | 1122     | Community Grants                    | 669           | 925           | 256            | 828           |
| 5.2                        | 1123     | Support for Wellington Homeless     | 0             | 198           | 198            | 198           |
| 5.2                        | 1124     | Social & Recreational Grant Pool    | 1,982         | 1,427         | (555)          | 3,171         |
| 5.2                        | 1125     | Housing Operations and Maintenance  | 493           | 521           | 27             | 1,922         |
| 5.2                        | 1126     | Housing Upgrade Project             | (4,929)       | (4,849)       | 80             | (11,055)      |
| 5.2                        | 1127     | Cmty Props Programmed Maintenance   | 134           | 147           | 13             | 562           |
| 5.2                        | 1128     | Community Halls Ops and Maintenance | 141           | 139           | (2)            | 544           |
| 5.2                        | 1129     | Community Prop & Facility Ops       | 415           | 433           | 18             | 1,713         |
| 5.2                        | 1130     | Accommodation Assistance Fund       | 146           | 85            | (61)           | 337           |
| 5.3                        | 1997     | Business Recovery                   | 330           | 0             | (330)          | 0             |
| 5.3                        | 1998     | Emergency Management Activation     | 0             | 0             | (0)            | 0             |
| 5.3                        | 1131     | Burial & Cremation Operations       | 259           | 252           | (7)            | 1,010         |
| 5.3                        | 1132     | Contracts - Public Conveniences     | 873           | 780           | (93)           | 3,131         |
| 5.3                        | 1133     | Public Health                       | 353           | 516           | 163            | 1,980         |
| 5.3                        | 1134     | Noise Monitoring                    | 143           | 183           | 40             | 717           |
| 5.3                        | 1135     | Anti-Graffiti Flying Squad          | 217           | 183           | (34)           | 721           |
| 5.3                        | 1136     | Safe City Project Operations        | 618           | 629           | 11             | 2,432         |
| 5.3                        | 1137     | Civil Defence                       | 343           | 396           | 54             | 1,614         |
| 5.3                        | 1138     | Rural Fire                          | 11            | 58            | 47             | 230           |
| <b>Strategy Area Total</b> |          |                                     | <b>15,073</b> | <b>15,498</b> | <b>425</b>     | <b>61,325</b> |

### Urban Development

| Group                      | Activity | Activity Description                 | YTD          |              |                | Full Year     |
|----------------------------|----------|--------------------------------------|--------------|--------------|----------------|---------------|
|                            |          |                                      | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 6.1                        | 1139     | District Plan                        | 425          | 499          | 73             | 2,065         |
| 6.1                        | 1140     | Growth Spine Centres                 | 0            | 0            | 0              | 0             |
| 6.1                        | 1141     | City Shaper Developments             | 554          | 403          | (152)          | 1,564         |
| 6.1                        | 1142     | Public Art and Sculpture Maintenance | 71           | 90           | 19             | 371           |
| 6.1                        | 1143     | Public Space-Centre Devl. Plan       | 489          | 528          | 39             | 2,037         |
| 6.1                        | 1145     | City Heritage Development            | 419          | 442          | 23             | 1,267         |
| 6.2                        | 1146     | Building Control-Facilitation        | 1,011        | 922          | (89)           | 2,754         |
| 6.2                        | 1147     | Weathertight Homes                   | 215          | 255          | 40             | 976           |
| 6.2                        | 1148     | Development Cntrl Facilitation       | 785          | 827          | 42             | 2,943         |
| 6.2                        | 1150     | Building Consents EQPB Subsidy Fund  | 0            | 0            | (0)            | 0             |
| 6.2                        | 1151     | Earthquake Risk Building Proj        | 198          | 365          | 167            | 1,389         |
| <b>Strategy Area Total</b> |          |                                      | <b>4,168</b> | <b>4,330</b> | <b>163</b>     | <b>15,366</b> |

## Transport

| Group                      | Activity | Activity Description                      | YTD          |              |                | Full Year     |
|----------------------------|----------|---|--------------|--------------|----------------|---------------|
|                            |          |   | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 7.1                        | 1152     | Ngauranga to Airport Corridor             | 122          | 394          | 271            | 1,565         |
| 7.1                        | 1153     | Transport Planning and Policy             | 237          | 264          | 27             | 1,039         |
| 7.1                        | 1154     | Road Maintenance and Storm Clean Up       | 1,601        | 494          | (1,107)        | 1,020         |
| 7.1                        | 1155     | Tawa Shared Driveways Maintenance         | 10           | 6            | (4)            | 35            |
| 7.1                        | 1156     | Wall, Bridge and Tunnel Maintenance       | 15           | 48           | 34             | 191           |
| 7.1                        | 1157     | Drains & Walls Asset Stewardship          | 1,389        | 1,643        | 254            | 6,570         |
| 7.1                        | 1158     | Kerb & Channel Maintenance                | 102          | 109          | 7              | 465           |
| 7.1                        | 1159     | Vehicle Network Asset Stewardship         | 4,614        | 3,828        | (787)          | 15,306        |
| 7.1                        | 1160     | Port and Ferry Access                     | 0            | 24           | 23             | 94            |
| 7.1                        | 1161     | Cycleways Maintenance                     | 6            | 15           | 9              | 87            |
| 7.1                        | 1162     | Cycleway Asset Stewardship                | 2            | 148          | 146            | 593           |
| 7.1                        | 1163     | Cycleways Planning                        | 137          | 264          | 126            | 1,052         |
| 7.1                        | 1164     | Passenger Transport Facilities            | 26           | 62           | 36             | 317           |
| 7.1                        | 1165     | Bus Shelter Contract Income               | (51)         | 1            | 52             | (575)         |
| 7.1                        | 1166     | Passenger Transport Asset Stewardship     | 169          | 179          | 10             | 717           |
| 7.1                        | 1167     | Bus Priority Plan                         | 0            | 22           | 22             | 87            |
| 7.1                        | 1168     | Cable Car                                 | 35           | 1            | (34)           | 6             |
| 7.1                        | 1170     | Street Furniture Maintenance              | 65           | 88           | 23             | 438           |
| 7.1                        | 1171     | Footpaths Asset Stewardship               | 1,357        | 1,489        | 132            | 5,954         |
| 7.1                        | 1172     | Pedestrian Network Maintenance            | 196          | 197          | 1              | 864           |
| 7.1                        | 1173     | Pedestrian Network Structures Maintenance | 21           | 43           | 22             | 172           |
| 7.1                        | 1174     | Traffic Signals Maintenance               | 248          | 198          | (51)           | 781           |
| 7.1                        | 1175     | Traffic Control Asset Stewardship         | 930          | 733          | (197)          | 2,931         |
| 7.1                        | 1176     | Road Marking Maintenance                  | 97           | 187          | 90             | 740           |
| 7.1                        | 1177     | Traffic Signs Maintenance                 | 44           | 83           | 39             | 371           |
| 7.1                        | 1178     | Network Activity Management               | 193          | 134          | (58)           | 514           |
| 7.1                        | 1179     | Street Lighting Maintenance               | 457          | 437          | (20)           | 1,743         |
| 7.1                        | 1180     | Transport Education & Promotion           | 48           | 136          | 88             | 537           |
| 7.1                        | 1181     | Fences & Guardrails Maintenance           | 54           | 69           | 15             | 300           |
| 7.1                        | 1182     | Safety Asset Stewardship                  | 812          | 546          | (265)          | 2,186         |
| 7.2                        | 1184     | Parking Services & Enforcement            | (3,447)      | (3,952)      | (506)          | (14,242)      |
| 7.2                        | 1185     | Waterfront Parking Services               | (59)         | (101)        | (42)           | (403)         |
| <b>Strategy Area Total</b> |          |   | <b>9,432</b> | <b>7,790</b> | <b>(1,642)</b> | <b>31,457</b> |

## (c) Capital expenditure – detailed performance information

Note: Unfavourable variances are shown in brackets.

### Governance

| Group                      | Activity | Activity Description          | YTD          |              |                | Full Year    |
|----------------------------|----------|-------------------------------|--------------|--------------|----------------|--------------|
|                            |          |                               | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 1.1                        | 2000     | Committee & Council Processes | 0            | 8            | 8              | 30           |
| <b>Strategy Area Total</b> |          |                               | <b>0</b>     | <b>8</b>     | <b>8</b>       | <b>30</b>    |

### Environment

| Group                      | Activity | Activity Description               | YTD           |              |                | Full Year     |
|----------------------------|----------|------------------------------------|---------------|--------------|----------------|---------------|
|                            |          |                                    | Actual \$000  | Budget \$000 | Variance \$000 | Budget \$000  |
| 2.1                        | 2001     | Property Purchases - Reserves      | 122           | 118          | (4)            | 118           |
| 2.1                        | 2003     | Parks Infrastructure               | 43            | 33           | (10)           | 432           |
| 2.1                        | 2004     | Parks Buildings                    | 29            | 178          | 149            | 643           |
| 2.1                        | 2005     | Plimmer Bequest Project            | 2             | 13           | 10             | 50            |
| 2.1                        | 2006     | Botanic Garden                     | 365           | 279          | (87)           | 531           |
| 2.1                        | 2007     | Coastal - upgrades                 | 337           | 260          | (76)           | 1,561         |
| 2.1                        | 2008     | Coastal                            | 36            | 88           | 52             | 205           |
| 2.1                        | 2009     | Town Belt & Reserves               | 76            | 59           | (17)           | 309           |
| 2.1                        | 2010     | Walkways renewals                  | 212           | 128          | (84)           | 934           |
| 2.2                        | 2011     | Southern Landfill Improvement      | 1,424         | 179          | (1,245)        | 2,680         |
| 2.2                        | 2012     | Energy Management Plan             | 0             | 6            | 6              | 38            |
| 2.3                        | 2013     | Water - Network renewals           | 1,196         | 1,240        | 44             | 6,283         |
| 2.3                        | 2014     | Water - Pump Station renewals      | 287           | 220          | (67)           | 503           |
| 2.3                        | 2015     | Water - Water Meter upgrades       | 203           | 374          | 171            | 682           |
| 2.3                        | 2016     | Water - Network upgrades           | 327           | 290          | (37)           | 2,164         |
| 2.3                        | 2018     | Water - Network renewals           | 467           | 105          | (362)          | 893           |
| 2.3                        | 2019     | Water - Reservoir renewals         | 0             | 183          | 183            | 746           |
| 2.3                        | 2020     | Water - Reservoir upgrades         | 1,003         | 960          | (43)           | 5,079         |
| 2.3                        | 2021     | Water - Water Meter renewals       | 0             | 2            | 2              | (0)           |
| 2.4                        | 2023     | Wastewater - Network renewals      | 2,872         | 1,471        | (1,401)        | 9,830         |
| 2.4                        | 2024     | Wastewater - Network upgrades      | 497           | 305          | (192)          | 2,422         |
| 2.4                        | 2026     | Wastewater - Pump Station renewals | 215           | 131          | (85)           | 834           |
| 2.5                        | 2028     | Stormwater - Network upgrades      | 331           | 552          | 222            | 5,983         |
| 2.5                        | 2029     | Stormwater - Network renewals      | 1,144         | 694          | (449)          | 3,878         |
| <b>Strategy Area Total</b> |          |                                    | <b>11,189</b> | <b>8,089</b> | <b>(3,100)</b> | <b>47,637</b> |

### Economic Development

| Group                      | Activity | Activity Description       | YTD          |              |                | Full Year    |
|----------------------------|----------|----------------------------|--------------|--------------|----------------|--------------|
|                            |          |                            | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 3.1                        | 2035     | Wellington Venues renewals | 240          | 319          | 79             | 2,152        |
| 3.1                        | 2037     | Indoor Arena               | 0            | 0            | 0              | 0            |
| 3.1                        | 2130     | City Shaper - Film Museum  | 0            | 0            | 0              | 0            |
| <b>Strategy Area Total</b> |          |                            | <b>240</b>   | <b>319</b>   | <b>79</b>      | <b>2,152</b> |

## Cultural Wellbeing

| Group                      | Activity | Activity Description                          | YTD          |              |                | Full Year    |
|----------------------------|----------|---|--------------|--------------|----------------|--------------|
|                            |          |   | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 4.1                        | 2129     | Wellington Convention Centre and Movie Museum | 599          | 1,379        | 780            | 5,284        |
| 4.1                        | 2039     | Museum of Conflict                            | 0            | 0            | 0              | 0            |
| 4.1                        | 2040     | Cable Car Precinct                            | 0            | 0            | 0              | 43           |
| 4.1                        | 2041     | Te ara o nga tupuna - Māori heritage trails   | 0            | 7            | 7              | 28           |
| <b>Strategy Area Total</b> |          |   | <b>600</b>   | <b>1,393</b> | <b>794</b>     | <b>5,394</b> |

## Social and Recreation

| Group                      | Activity | Activity Description                  | YTD          |               |                | Full Year     |
|----------------------------|----------|---------------------------------------|--------------|---------------|----------------|---------------|
|                            |          |                                       | Actual \$000 | Budget \$000  | Variance \$000 | Budget \$000  |
| 5.1                        | 2043     | Aquatic Facility upgrades             | 0            | 814           | 814            | 814           |
| 5.1                        | 2044     | Aquatic Facility renewals             | 667          | 1,120         | 453            | 1,915         |
| 5.1                        | 2045     | Sportsfields upgrades                 | 349          | 108           | (240)          | 608           |
| 5.1                        | 2047     | Synthetic Turf Sportsfields upgrades  | 399          | 184           | (215)          | 184           |
| 5.1                        | 2048     | Recreation Centre Renewal             | 1            | 228           | 226            | 449           |
| 5.1                        | 2049     | ASB Sports Centre                     | 0            | 12            | 12             | 25            |
| 5.1                        | 2050     | Basin Reserve                         | 609          | 969           | 359            | 3,710         |
| 5.1                        | 2051     | Playgrounds renewals & upgrades       | 37           | 7             | (31)           | 276           |
| 5.1                        | 2052     | Evans Bay Marina - Renewals           | 2            | 7             | 4              | 74            |
| 5.1                        | 2053     | Clyde Quay Marina - Upgrade           | 0            | 3             | 3              | 124           |
| 5.2                        | 2054     | Upgrade Library Materials             | 490          | 533           | 43             | 2,165         |
| 5.2                        | 2055     | Upgrade Computer Replacement          | 7            | 23            | 16             | 109           |
| 5.2                        | 2056     | Central Library upgrades              | 0            | 4             | 4              | 17            |
| 5.2                        | 2057     | Branch Library upgrades               | 491          | 871           | 380            | 9,811         |
| 5.2                        | 2058     | Branch Libraries renewals             | 31           | 61            | 30             | 244           |
| 5.2                        | 2059     | Housing upgrades                      | 5,213        | 5,682         | 468            | 23,312        |
| 5.2                        | 2060     | Housing renewals                      | 461          | 209           | (251)          | 3,147         |
| 5.2                        | 2061     | Community Halls - upgrades & renewals | 121          | 245           | 124            | 1,200         |
| 5.3                        | 2062     | Burial & Cremations                   | 1            | 69            | 68             | 383           |
| 5.3                        | 2063     | Public Convenience and pavilions      | 16           | 163           | 147            | 1,637         |
| 5.3                        | 2064     | Safety Initiatives                    | 0            | 13            | 13             | 50            |
| 5.3                        | 2065     | Emergency Management renewals         | 11           | 0             | (11)           | 104           |
| <b>Strategy Area Total</b> |          |                                       | <b>8,906</b> | <b>11,324</b> | <b>2,417</b>   | <b>50,358</b> |

## Urban Development

| Group | Activity | Activity Description              | YTD          |              |                | Full Year    |
|-------|----------|-----------------------------------|--------------|--------------|----------------|--------------|
|       |          |                                   | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000 |
| 6.1   | 2067     | Wellington Waterfront Development | 1,805        | 1,400        | (405)          | 5,600        |
| 6.1   | 2068     | Waterfront Renewals               | 467          | 946          | 479            | 2,219        |
| 6.1   | 2070     | Central City Framework            | 1,098        | 1,038        | (61)           | 4,498        |
| 6.1   | 2073     | Suburban Centres upgrades         | 88           | 123          | 35             | 1,086        |
| 6.1   | 2074     | Minor CBD Enhancements            | 0            | 25           | 25             | 171          |
| 6.1   | 2075     | Urban Regeneration Projects       | 0            | 22           | 22             | 86           |
| 6.2   | 2076     | Earthquake Risk Mitigation        | 1,751        | 2,438        | 686            | 11,107       |



| Group                      | Activity | Activity Description | YTD          |              |                | Full Year     |
|----------------------------|----------|----------------------|--------------|--------------|----------------|---------------|
|                            |          |                      | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| <b>Strategy Area Total</b> |          |                      | <b>5,209</b> | <b>5,991</b> | <b>782</b>     | <b>24,767</b> |

## Transport

| Group                      | Activity | Activity Description           | YTD          |              |                | Full Year     |
|----------------------------|----------|--------------------------------|--------------|--------------|----------------|---------------|
|                            |          |                                | Actual \$000 | Budget \$000 | Variance \$000 | Budget \$000  |
| 7.1                        | 2077     | Wall, Bridge & Tunnel Renewals | 714          | 396          | (318)          | 2,453         |
| 7.1                        | 2078     | Road Surface Renewals          | 235          | 211          | (24)           | 2,202         |
| 7.1                        | 2079     | Reseals                        | 223          | 91           | (132)          | 2,279         |
| 7.1                        | 2080     | Pre-seal Preparations          | 551          | 309          | (243)          | 2,922         |
| 7.1                        | 2081     | Shape & Camber Correction      | 145          | 322          | 177            | 4,375         |
| 7.1                        | 2082     | Sumps Flood Mitigation         | 94           | 113          | 18             | 363           |
| 7.1                        | 2083     | Road Corridor New Walls        | 314          | 322          | 8              | 1,796         |
| 7.1                        | 2084     | Service Lane Improvements      | 0            | 13           | 13             | 52            |
| 7.1                        | 2085     | Tunnel & Bridge Improvements   | 211          | 169          | (42)           | 881           |
| 7.1                        | 2086     | Kerb & Channel Renewals        | 411          | 456          | 45             | 2,185         |
| 7.1                        | 2087     | Vehicle Network New Roads      | 0            | 1            | 1              | 4             |
| 7.1                        | 2088     | Road Risk Mitigation           | 488          | 548          | 61             | 1,639         |
| 7.1                        | 2089     | Roading Capacity Projects      | 0            | 0            | 0              | 0             |
| 7.1                        | 2090     | Area Wide Road Maintenance     | 30           | 51           | 21             | 786           |
| 7.1                        | 2091     | Port and Ferry Access          | 0            | 0            | 0              | 0             |
| 7.1                        | 2094     | Cycling Improvements           | 2,110        | 1,545        | (565)          | 10,092        |
| 7.1                        | 2095     | Bus Priority Planning          | 49           | 46           | (3)            | 1,366         |
| 7.1                        | 2096     | Pedestrian Network Structures  | 136          | 34           | (102)          | 158           |
| 7.1                        | 2097     | Pedestrian Network Renewals    | 657          | 692          | 35             | 3,652         |
| 7.1                        | 2098     | Walking Improvements           | 348          | 358          | 9              | 532           |
| 7.1                        | 2099     | Street Furniture               | 52           | 47           | (5)            | 162           |
| 7.1                        | 2100     | Pedestrian Network Accessways  | 21           | 34           | 13             | 263           |
| 7.1                        | 2101     | Traffic & Street Signs         | 206          | 329          | 123            | 1,429         |
| 7.1                        | 2102     | Traffic Signals                | 78           | 131          | 53             | 779           |
| 7.1                        | 2103     | Street Lights                  | 268          | 167          | (101)          | 15,923        |
| 7.1                        | 2104     | Rural Road Improvements        | (0)          | 0            | 0              | 105           |
| 7.1                        | 2105     | Minor Works Projects           | 228          | 61           | (167)          | 1,229         |
| 7.1                        | 2106     | Fences & Guardrails            | 71           | 171          | 100            | 780           |
| 7.1                        | 2107     | Safer Roads Projects           | 7            | 200          | 193            | 585           |
| 7.2                        | 2108     | Parking Asset renewals         | 1            | 46           | 45             | 184           |
| 7.2                        | 2109     | Roadside Parking Improvements  | 21           | 20           | (1)            | 137           |
| <b>Strategy Area Total</b> |          |                                | <b>7,670</b> | <b>6,882</b> | <b>(787)</b>   | <b>59,313</b> |



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## **5. Operational**

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# **COMMUNITY INFRASTRUCTURE RESILIENCE PROJECT: EMERGENCY WATER SUPPLY INFRASTRUCTURE ON RESERVES AND WELLINGTON TOWN BELT**

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### **Purpose**

1. To obtain Committee approval to the installation, easements and leasing of Community Water Stations (CWS), comprising water bores and associated equipment for:
  - Parks held under the Reserves Act 1977 at Linden, Glenside, Johnsonville, Nairnville, Khandallah and Wrights Hill Reserve (subject to public notification); and
  - A small area of Wellington Town Belt located within the Council's Berhampore nursery operational area (subject to public consultation).

Please refer to attachment 1 which provides further information.

### **Summary**

2. Officers have previously briefed Councillors on the Community Infrastructure Resilience (CIR) programme. This paper does not seek to replicate this earlier advice and provides a brief summary only, along with CIR programme summary included as attachment 2.
3. To recap, Wellington Water Limited (WWL) is tasked with delivering the Community Infrastructure Resilience (CIR) project. This project aims to improve resilience of the region in the event of an emergency.
4. Wellington has one main potable water supply pipeline feeding its reservoirs and if this was to be interrupted for an extended period then alternative water supplies would be necessary. It is anticipated that from day eight onwards, locally installed Community Water Stations (CWS) will be operating.
5. WWL aims to have at least 22 CWS sites operating throughout Wellington, Porirua, and the Hutt Valley. The CWS sites will be the main source of water until WWL can repair damaged pipes. The CWS will be operated by community groups and civil defence.
6. The establishment of CWS sites is one element of the CIR project – other CIR projects included building new water reservoirs, upgrading existing reservoirs, establishing local distribution points for emergency drinking water bladders, subsurface water exploration and the evaluation of desalination treatment.
7. WWL, in conjunction with Council's Parks, Sport and Recreation (PSR) team, has investigated various sites around the city within which to install Community Water Stations (CWS).
8. Of the 12 Wellington City sites, seven are within Council's reserves and Wellington Town Belt portfolio. These comprise six parks held under the Reserves Act 1977 (RA), namely: Linden, Glenside, Johnsonville, Nairnville, Khandallah and Wrights Hill Reserve. A further site located within Council's operational nursery at Berhampore has been identified. This is on Wellington Town Belt (WTB).

9. All seven Council sites will need a CWS to pump, treat and distribute water which will be supplied either by groundwater bores or via two stream sources (at Khandallah Park and Wrights Hill Reserve).
10. These proposed bores, and associated equipment, would be granted as easements to Council under the RA for the parks. The Wellington Town Belt installation would be granted via a lease and an easement to Council under the WTBA.
11. The equipment will be owned by Council, with WWL installing and maintaining it under a separate maintenance agreement. Therefore the easements are to be in Council's name.
12. The RA and relevant management plans permit easements on reserves (subject to public notification) and leases and easements for public services on WTBA (subject to public consultation).
13. Under the Instrument of Delegation for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated authority to Council to grant easements over reserve land under the RA.
14. This, in turn, has been delegated to the City Strategy Committee, under its terms of reference.
15. The City Strategy Committee also has the power to exercise the powers contained in s15(2) of the WTBA for infrastructure in the public interest.

## Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant easements to Council over land held under the Reserves Act 1977 for the following:
  - a. *Linden Park* - part of Part Section 53 Porirua District on CFR WN615/99
  - b. *Glenside Park* - part of Part Section 23 Porirua District on CFR WN574/135
  - c. *Johnsonville Park* - part of Lot 64 DP 43204 on CFR WN22B/685
  - d. *Nairnville Park* - part of Part Section 4A Harbour District on CFR WN307/219
  - e. *Khandallah Park* - part of Lot 1 DP 738 on CFR WN88/210
  - f. *Wright's Hill Reserve* - part of Part Section 46 Karori District on CFR WN46B/835 pursuant to section 48 of the Reserves Act 1977.
3. Agrees to grant a lease and an easement to Council over part of the Wellington Town Belt at Berhampore Nursery, being **part of** Part Lot 1 Deposited Plan 10322 on CFR 47B/388 pursuant to section 20 of the Wellington Town Belt Act 2016.
4. Delegates to the Chief Executive Officer all necessary powers to agree and register the easements and leases.
5. Notes that any approval to the above is conditional on:
  - a. appropriate iwi consultation
  - b. public notification under sections 119 and 120 of the Reserves Act 1977 and consultation under section 16 of the Wellington Town Belt Act 2016
  - c. no sustained objections resulting from the above consultation and notification

6. Notes that a further report will be submitted (if necessary) to summarise submissions and decide whether or not to uphold objections.
7. Notes that the work associated with the above will be subject to all relevant regulatory consent requirements.
8. Notes that the works will proceed in accordance with replanting mitigation plans, track reinstatement and park management / work access plans.
9. Notes that Council will allow Wellington Water Limited and its contractors, access for the construction work, and ongoing maintenance, by way of permits.

## **Background**

10. In the event of a major earthquake the potable water network could be disrupted for up to 100 days, leaving many without access to drinking water.
11. In response to this, WWL has created a Community Infrastructure Resilience (CIR) programme to install (among other things) Community Water Stations (CWS). Refer to attachment 2 for the CIR summary document.
12. Other CIR projects include building new water reservoirs, upgrading existing reservoirs, subsurface water exploration (on land and sea), and the evaluation of desalination treatment for potable supply.
13. WWL is currently developing a network of 22 CWS that would draw upon either surface or groundwater supplies. These CWS will extend the existing network of water collection and distribution points where people can access drinking water. The aim of this programme is for every person to be within 1,000 metres of a drinking water collection point.
14. To increase community resilience the CWS will supply approximately 300 distribution points at locations within Wellington, Porirua, Lower Hutt and Upper Hutt cities.
15. Approximately 20 reserves, as well as a number of non-reserve sites, across Wellington City were originally identified as having potential to provide an emergency water source. A range of criteria were used, including proximity to:
  - existing reservoirs
  - population centres
  - critical customers
  - known liquefaction, tsunami or secondary hazard zones
  - contamination sources (such as areas of historic contamination)
  - “island” boundaries
  - accessibility post-disaster
16. In addition to the above selection process, PSR reviewed the sites with regard to reserve values and uses set out in management plans. Seven preferred sites were selected and concept designs that minimised impacts were developed in consultation with PSR.
17. Five of the preferred sites (Linden Park, Glenside Park, Johnsonville Park, Nairnville Park and Berhampore Nursery) are suitable for groundwater bores and two of the

preferred sites at Khandallah Park and Wrights Hill Reserve are suitable for stream water sources.

18. The seven CWS will be owned by Council, but installed and maintained by WWL. For this reason, the easements and leases will be in Council's name.
19. The proposed CWS would contain pumps, water treatment equipment and water storage bladders.
20. The CWS would be as unobtrusive as possible. To that end, site solutions range from re-using existing structures (Khandallah Park), incorporating into an existing skate ramp (Nairnville Park), installing public seating structures and using modified shipping containers.
21. Landscaping and other mitigation measures would be carried out under the direction of PSR to address visual impact and ensure any new structures are well integrated into the site.
22. The groundwater bores would consist of 150mm steel cased underground bore and above ground headworks. The headworks would either be masked within a public seating structure or located as discretely as possible to minimise visual impacts.
23. Note an existing groundwater bore is already in place at Nairnville Park car park, within the legal road corridor, so an easement for this is not being sought (easements cannot be registered on legal road as it does not possess title).

## **Discussion**

24. While approval in principle to leases and easements (subject to public notification / consultation) is being sought, the sites cannot be confirmed until detailed investigations have been completed.
25. When the RA was drafted, some 40 years ago, present needs were not anticipated. Public utilities were only envisaged under s48, which gives the power to grant easements (rather than leases) for infrastructure.
26. While a lease would be a better fit for the above-ground elements of the CWS contained within the various parks, legal advice is that the legislation directs us towards easements under s48 due to the constraints of the RA. The shorter term, above-ground, elements may be held under unregistered easements.
27. The bores are intended to be permanent installations and largely below ground, therefore registered easements (for this element) are appropriate.
28. The more contemporary WTBA provides for above-ground public service leases under s20. Therefore it is proposed that the above-ground element proposed within the Berhampore nursery is contained within a lease.
29. However, before deciding whether to exercise any power under s20(1), the Council must consider:
  - a. the effect on the Wellington Town Belt of the proposed public service; and
  - b. the benefits of the proposed public service; and
  - c. alternative sites, routes, or other methods for achieving the objectives of the proposed public service
30. WWL, in conjunction with its consultants Cardno, and with the input of Council PSR staff, has conducted a detailed site analysis. The resulting WTBA site is within an existing operational area used by the Berhampore nursery staff and is considered to be the lowest impact location.

31. The reserve management plans require alternative locations to be considered. However, the plans accept that, if the public benefit is great and the provisions of the RA and WTBA can be met, then easements should be authorised.
32. Alternatives have been considered, and the project is for the public good of community resilience in the event of an emergency. In each scenario, the effects have been mitigated through careful choice of site specific solutions.
33. Easements of this nature require public notification (under the RA) and consultation (under the WTBA).

### **Options**

34. The Committee can either choose to approve or decline any of the lease or easements. Similarly, on receiving feedback from the public notification for the easements and leases, the Committee can choose to uphold objections.
35. Declining the lease and easements would have an impact on the progress of the CIR project to meet its project objectives of improving community resilience.

### **Next Actions**

36. If the proposed resolutions are accepted, officers will advertise the proposal in January 2018, after the Christmas holiday period.
37. If objections are sustained, then these will be reported to Committee for further consideration.

### **Attachments**

|               |                       |          |
|---------------|-----------------------|----------|
| Attachment 1. | Site plans            | Page 137 |
| Attachment 2. | CIR programme summary | Page 144 |

|            |   |
|------------|---|
| Authors    | Kate Brown, Reserves Planner<br>John Vriens, Senior Property Advisor  |
| Authoriser | Tracy Morrah, Property Services Manager<br>Paul Andrews, Manager Parks, Sport and Recreation<br>Barbara McKerrow, Chief Operating Officer |

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

WWL are currently engaging with the stakeholders of each site including adjacent property owners, sports clubs and community groups that PSR consider to have an interest in the reserves.

Public notification is required under section 119 and 120 of the Reserves Act 1977 and consultation under section 16 of the Wellington Town Belt Act 2016. This will be undertaken by officers after the Christmas period.

### **Treaty of Waitangi considerations**

WWL will consult with iwi as required and there are no Treaty of Waitangi considerations.

### **Financial implications**

There are none as all costs associated with the construction and remedial works will be met by WWL and they will also pay for all costs (survey and legal) associated with the granting of the easements.

### **Policy and legislative implications**

This proposal is consistent with Council's requirements for a robust water supply network under the Long Term Plan and improving resilience.

### **Risks / legal**

Council will use its solicitors to prepare and finalise the easement instruments and agreements.

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

There will be none.

### **Communications Plan**

WWL has a detailed communications plan for this project. PSR will work with WWL, on approval of this paper, to ensure all of the interest groups, clubs, park users, neighbours and general public have access to the proposed development information and have their views heard by the Council as required by the Reserves Act 1977 and Wellington Town Belt Act 2016.

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

Health and Safety is addressed in the PSR landowner approvals (permit for the construction period) through conditions of approval and WWL's construction management plans.





## We all have a role to play in getting our emergency water sorted

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.



**DAY**  
**0 - 7**

You'll be relying on yourself, and the water you have stored at home. You must have 20 litres of stored water for every person in your household, every day – for at least seven days. That's 560 litres for an average four-person home.



**DAY**  
**8 +**

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

## LINDEN PARK COMMUNITY WATER STATION

Linden Park is a recreational sports area with facilities for hockey and cricket. Our work to supply Wellington with water after a significant earthquake has identified Linden Park as a site for an alternative water source.



**Did you know:** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

### Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on community benefits, and landowner preference.**

### What will the water station look like?

A treatment unit and supporting distribution infrastructure will be housed in a purpose built 'kitset' garage. The structure would be finished to match the existing buildings at the park site in both external finish and colour.

#### Development of the site includes:

- » Provision of improved planting alongside the Porirua Cycle route
- » Water resilience public information boards to the rear of the building – to be visible from the cycleway
- » Provision of drinking water fountains to the rear of the water station. These will provide a link between the resilience purpose of the building, and the day-to-day recreational activities of the park and cycleway. This proposal supports Wellington City Council's initiative 'Our Capital Spaces' to provide drinking water at locations convenient to tracks and parks.

Proposed structure to be located on the site of the current storage container and existing garage bases. These would be removed.

### What needs to happen to access water?

Groundwater will be extracted by drilling a new well. The well will be drilled to a maximum of 100 metres.

A small ground-level structure (a 'wellhead') will include a back flow preventer device. This will protect the water supply from contamination or pollution due to backflow. A 'camlock coupler' will also be situated at the ground-level structure to connect and disconnect hose fittings. This equipment will be directly above the well.

### How much water will it provide?

**FROM DAY 8**  
this water station will provide approximately  
**72,000 PER**  
**LITRES DAY**  
of treated water after a significant earthquake

Providing approximately  
**3,600 PEOPLE**  
in the surrounding community



Providing emergency water helps Wellington City Council achieve objectives under the Wellington Resilience Strategy.

This includes strengthening communities for community resilience, supporting community spaces in taking on wellbeing and post-disaster roles, and investing in water resilience and awareness.

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### PROPOSED LOCATION OF WATER STATION AND BORE



### WHAT THE WATER STATION MAY LOOK LIKE





## We all have a role to play in getting our emergency water sorted

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.



**DAY**  
**0 - 7**

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**DAY**  
**8 +**

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

## GLENSIDE PARK COMMUNITY WATER STATION

Middleton Road is a two-way winding road connecting Tawa and Johnsonville. Our work to supply Wellington with water after a significant earthquake has identified a roadside area on Middleton Road as a site for an alternative water source.



**Did you know:** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

### Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. Decisions on the design and location of each new structure are based on community benefits, and landowner preference.

### What will it look like?

The treatment unit and supporting distribution infrastructure would be housed within a water station located on the grass verge behind the bus stop.

The water station structure could be finished with cladding to improve the visual appeal. Or, the structure could be painted to suit the environment.

### What needs to happen to access water?

Groundwater will be extracted by drilling a new well. The well will be drilled to a maximum of 100 metres.

A small ground-level structure (a "wellhead") will include a back flow preventer device. This will protect the water supply from contamination or pollution due to backflow. A "camlock coupler" will also be situated at the ground-level structure to connect and disconnect hose fittings. This equipment will be directly above the well.

### How much water will it provide?

**FROM DAY 8**  
this water station will provide approximately  
**72,000 PER DAY**  
**LITRES**  
of treated water after a significant earthquake

Providing approximately  
**3,600 PEOPLE**  
in the surrounding community



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### PROPOSED LOCATION OF WATER STATION STRUCTURE



### SCALE OF STRUCTURE



**Wellington Water**

**We all have a role to play in getting our emergency water sorted**

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.



**DAY 0 - 7**

You'll be relying on yourself, and the water you have stored at home. You must have 20 litres of stored water for every person in your household, every day – for at least seven days. That's 560 litres for an average four-person home.



**DAY 8 +**

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

**JOHNSONVILLE PARK COMMUNITY WATER STATION**

Truscott Avenue is one of the main access routes into the popular recreation area of Johnsonville Park. Our work to supply Wellington with water after a significant earthquake has identified the area near the park's entrance as a site for an alternative water source.

**Did you know:** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

**Wellington's Community Water Stations**

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on community benefits, and landowner preference.**

**What will it look like?**

Three potential locations have been proposed for consideration – as shown in site location and concept visualisations. Two sites on reserve land, and one on road reserve.

The water station could be finished with cladding to improve the visual appeal.

Alongside the water station we can add value to this site to enhance the recreation activities of the park. These enhancements are alongside those proposed by the local Lions Club, including:

- » Drinking fountains and information boards to provide a link between the water station's purpose and water. This is in keeping with the Wellington City Council initiative 'Our Capital Spaces' to provide drinking water at locations convenient to tracks and parks.
- » Shelter and seating areas could also be incorporated into the water station design.

**What needs to happen to access water?**

Groundwater will be extracted by drilling a new well. The well will be drilled to a maximum of 100 metres.

A small ground-level structure (a "wellhead") will include a back flow preventer device. This will protect the water supply from contamination or pollution due to backflow. A "camlock coupler" will also be situated at the ground-level structure to connect and disconnect hose fittings. This equipment will be directly above the well.

**How much water will it provide?**

**FROM DAY 8** this water station will provide approximately **72,000 LITRES PER DAY** of treated water after a significant earthquake

Providing approximately **3,600 PEOPLE** in the surrounding community **WITH 20L OF WATER every day**

Providing emergency water helps Wellington City Council achieve objectives under the Wellington Resilience Strategy. This includes strengthening communities for community resilience, supporting community spaces in taking on wellbeing and post-disaster roles, and investing in water resilience and awareness.

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**PROPOSED LOCATION OF WATER STATION STRUCTURE**



**CONCEPT VISUALISATIONS**



**Wellington Water**

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**We all have a role to play in getting our emergency water sorted**

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.

**DAY 0 - 7**

**Household supply**

You'll be relying on yourself, and the water you have stored at home. You must have 20 litres of stored water for every person in your household, every day – for at least seven days. That's 560 litres for an average four-person home.

**DAY 8 +**

**Community supply**

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

## NAIRNVILLE PARK COMMUNITY WATER STATION

Nairnville Park is a popular recreation area in the heart of central Khandallah. Our work to supply Wellington with water after a significant earthquake has identified Nairnville Park as a site for an alternative water source. This proposal supports Wellington City Council's initiative 'Our Capital Spaces' to provide drinking water at locations convenient to tracks and parks.

**?** **Did you know:** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

### Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on community benefits, and landowner preference.**

### What will it look like?

The water station structure will be used to store pumps, hoses, and equipment to treat and distribute water.

Water treatment equipment could be stored within the 'footprint' of the existing half-pipe, by utilising the current dead space at each end of the ramp. This means no loss of space within the park.

Alongside the water station we can add value to this site to enhance the recreation activities of the park.

- » Drinking fountains and information boards to provide a link between the water station's purpose and water. This is in keeping with the Wellington City Council initiative 'Our Capital Spaces' to provide drinking water at locations convenient to tracks and parks.
- » Co-location of the water station within the existing footprint of the half-pipe will mean no loss of space within the park.
- » Enhancements and refurbishment of the half-pipe could be carried out as part of the works.

### What needs to happen to access water?

Water treatment and distribution equipment will be used to distribute water across the Khandallah community.

Groundwater will be extracted by drilling new wells, or stream water will be taken and treated from other proposed water stations nearby, including Truscott Avenue.

The Nairnville water station will be used for storing essential distribution equipment for water collection points. These collection points will ensure that no one will have to walk more than 1000m to collect water, and everyone will have access to it.

### How much water will it provide?

**FROM DAY 8**  
*this water station will provide approximately*  
**72,000 LITRES PER DAY**  
*of treated water after a significant earthquake*

*Providing approximately*  
**3,600 PEOPLE**  
*in the surrounding community*

**WITH 20L OF WATER every day**

Providing emergency water helps Wellington City Council achieve objectives under the Wellington Resilience Strategy.

This includes strengthening communities for community resilience, supporting community spaces in taking on wellbeing and post-disaster roles, and investing in water resilience and awareness.

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**Our water, our future.**

### PROPOSED LOCATION OF WATER STATION STRUCTURE



### CONCEPT VISUALISATIONS



Water treatment equipment could be stored within the 'footprint' of the existing half-pipe



## We all have a role to play in getting our emergency water sorted

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.

# DAY

## 0 - 7

Household supply

You'll be relying on yourself, and the water you have stored at home. You must have 20 litres of stored water for every person in your household, every day – for at least seven days. That's 560 litres for an average four-person home.

# DAY

## 8 +

Community supply

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

## KHANDALLAH COMMUNITY WATER STATION

Khandallah Park is one of New Zealand's oldest reserves. Our work to supply Wellington with water after a significant earthquake has identified a site at nearby Clark Street as a site for an alternative water source. The water station will extract and treat water from the Khandallah Stream.

**?** **Did you know:** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

### Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on community benefits, and landowner preference.**

### PROPOSED LOCATION OF WATER STATION STRUCTURE



### CONCEPT VISUALISATIONS



### What will the water station look like?

A water treatment unit and distribution equipment will be stored in a purpose built building, similar to a 'kitset' garage. The structure would be finished to suit the nature of the site. The site will consist of a surface water station. The proposed structure would be located on an existing Wellington City Council site.

### What needs to happen to access water?

A surface water treatment station would treat the extracted water from the Khandallah Stream in an emergency event. This would be inside a container and include the pumps, hoses, and treatment equipment to treat and distribute the water.

### How much water will it provide?

This water station will provide approximately  
**216,000 PER LITRES DAY**  
of treated water following a significant earthquake

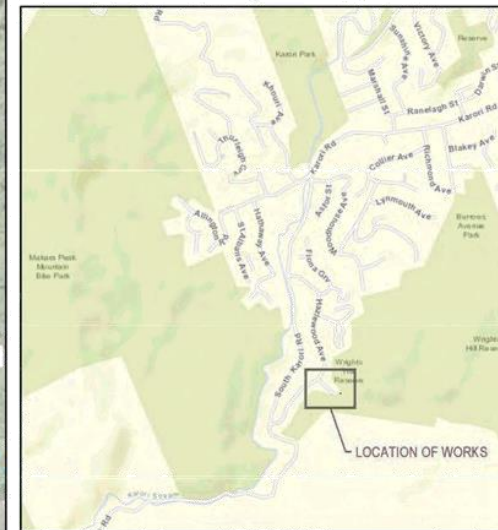
Providing approximately  
**10,800 PEOPLE**  
in the surrounding community  
**WITH 20L OF WATER**  
per person per day

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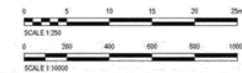


**SITE PLAN**  
SCALE 1:250

**WRIGHTS HILL RESERVE  
COMMUNITY WATER  
STATION**



**LOCATION PLAN**  
SCALE 1:10000



|   |            |                 |     |    |
|---|------------|-----------------|-----|----|
| 1 | 19/09/2017 | FOR INFORMATION | CAF | AB |
|---|------------|-----------------|-----|----|



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|          |            |                                     |
|----------|------------|-------------------------------------|
| Drawn    | Date       | Client                              |
| Checked  | 19/09/2017 | WELLINGTON WATER                    |
| Designed | 19/09/2017 | COMMUNITY INFRASTRUCTURE RESILIENCE |
| Verified | 19/09/2017 |                                     |
| Approved | 19/09/2017 |                                     |

|            |                               |
|------------|-------------------------------|
| Project    | File                          |
| Wright2000 | SURFACE WATER EXTRACTION SITE |
| AS SHOWN   | FITZGERALD PLACE, KARORI      |

|  |                   |          |          |
|--|-------------------|----------|----------|
| FOR INFORMATION ONLY<br>NOT TO BE USED FOR CONSTRUCTION PURPOSES |                   |          |          |
| Scale  | Consent Ref       | Issue    | Rev      |
| Wright2000   |                   | AS SHOWN | A1       |
| Drawing Number   | NZ0117096-CI-2011 |          | Revision |
|  |                   |          | 1        |

**Wellington Water**

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**DAY 0 - 7**

Household supply

You'll be relying on yourself, and the water you have stored at home. You must have 20 litres of stored water for every person in your household, every day – for at least seven days. That's 540 litres for an average four-person home.

**DAY 8 +**

Community supply

From day eight onwards Community Water Stations will be operating. By June 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, and the Hutt Valley. The above-ground emergency water network will be the main source of water until we can repair damaged pipes. The water stations will be operated by community groups and civil defence.

**BERHAMPORE NURSERY COMMUNITY WATER STATION**

Berhampore Nursery is Wellington City Council's nursery for native plants for the city's revegetation programmes, as well as for gardens, parks and reserves. Our work to supply Wellington with water after a significant earthquake has identified Berhampore Nursery as a site for an alternative water source.

**Did you know?** After a major quake some suburbs could be without water for more than 100 days? Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

**Wellington's Community Water Stations**

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on community benefits, and landowner preference.**

**What will it look like?**

The proposed water station structure will be used to store a water treatment unit, as well as pumps, hoses, and equipment to distribute water. The equipment will be used to supply water collection points.

The water station could be clad or painted to match the environment.

A connection is required to link the new well and the water station equipment. Water extracted from the well could be connected to the treatment equipment through a permanent below-ground pipe, or through above-ground hoses to be set-up after the earthquake event.

**What needs to happen to access water?**

Groundwater will be extracted by drilling a new well. The well will be drilled to a maximum of 100 metres.

A small ground-level structure (a 'wellhead') will include a back flow preventer device. This will protect the water supply from contamination or pollution due to backflow. A 'camlock coupler' will also be situated at the ground-level structure to connect and disconnect hose fittings. This equipment will be directly above the well.

**How much water will it provide?**

**FROM DAY 8** Providing approximately **72,000 LITRES PER DAY** of treated water after a significant earthquake

Providing approximately **3,600 PEOPLE** in the surrounding community

**WITH 20L OF WATER every day**

Providing emergency water helps Wellington City Council achieve objectives under the Wellington Resilience Strategy. This includes strengthening communities for community resilience, supporting community spaces in taking on wellbeing and post-disaster roles, and investing in water resilience and awareness.

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Wellington City Council  
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**Our water, our future.**

**PROPOSED LOCATION OF WATER STATION STRUCTURE**



**CONCEPT VISUALISATIONS**





# WATER SUPPLY IN AN EMERGENCY

Community Infrastructure Resilience

*Programme summary*

 **Wellington  
Water**  
Our water, our future.

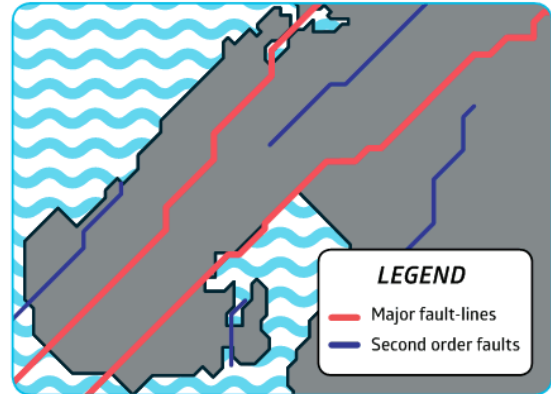




## We're at risk of a major earthquake

Active fault-lines cross our highly populated areas including Wellington, Porirua, and Upper Hutt.

Essential services and facilities - road and transportation networks, water, wastewater, power, gas, and telecommunications will all be significantly affected in a major event.



## Estimated time to restore service to reservoirs

It will take a long time to restore our water supply network to near normal operations – what we call a “restoration gap”. The water supply network crosses multiple fault-lines, and many customers live long distances from one of the three water sources that feed the network.

Many parts of the region may be without water for more than 100 days

|  |           |
|--|-----------|
| Upper Hutt   | 15+ DAYS  |
| Porirua  | 30+ DAYS  |
| Lower Hutt   | 15+ DAYS  |
| Petone   | 30+ DAYS  |
| Eastbourne   | 30+ DAYS  |
| Wainuiomata  | 15+ DAYS  |
| Northern Wellington<br>(Tawa, Churton Park, Johnsonville, Ngaio) | 40+ DAYS  |
| West Wellington<br>(Wadestown, Karori, Kelburn)                  | 70+ DAYS  |
| South Wellington<br>(Brooklyn, Island Bay, Newtown)              | 100+ DAYS |
| Wellington City  | 100+ DAYS |
| Eastern Suburbs<br>(Kilbirnie, Hataitai, Miramar)                | 100+ DAYS |

## Why is Community Infrastructure Resilience so important?

*It may be seven days or more before the first emergency water responders reach your community. Where communities once relied on tap water, these same communities will now be 17 'islands' that need to be totally self-sufficient*

The island concept can be explained as establishing 17 different above-ground emergency water networks. We've worked with central and local government emergency management experts to agree our approach for emergency planning. Water distribution within each island needs to be supported by community representatives.

A lot of people will use Community Water Stations in an emergency, including vehicles that need to transport water around the island. It is really important that these sites have good vehicle access, easy pedestrian access, and people know where to find them, and how to use them.

### Wellington's 17 community response islands



Our water, our future.



## Emergency water network available by mid-2018

*We are establishing new water supplies within each island. We're giving communities the tools they need to be water self-sufficient*

1



### Reservoirs

You can already collect emergency water from existing reservoirs in your area.

But what if there isn't enough water in the reservoirs?

2



### Community Water Stations

We're building Community Water Stations that draw water from streams or deep underground. These help ensure your community will have enough water.

3



### Desalination

For those communities that can't use underground water or streams, we're planning to use desalination systems to keep water flowing.

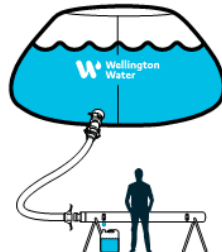
But what if it's too far for me to walk?

4

Vehicle Bladder



Drum Bladder



### Emergency water bladders

Community Water Stations will store emergency water bladders. These will be distributed throughout each community, and filled with water.

There are also smaller bladders that fit in utes and on trailers to transport water from reservoirs and Community Water Stations to distribution points.

## What are Community Water Stations?



Under normal operation, emergency equipment is stored within a structure that is hidden inside a wooden shell to minimise impact on the area's natural character. The modular design allows for additional amenities to be installed, such as public taps, seating areas, and other features.

### Emergency Operation



After an earthquake, emergency equipment including piping, temporary storage bladders, and tap stands can be unpacked from the water station. Water can be used to supply distribution vehicles or a tap stand.

Concept design as of August 2017

**Our water, our future.**



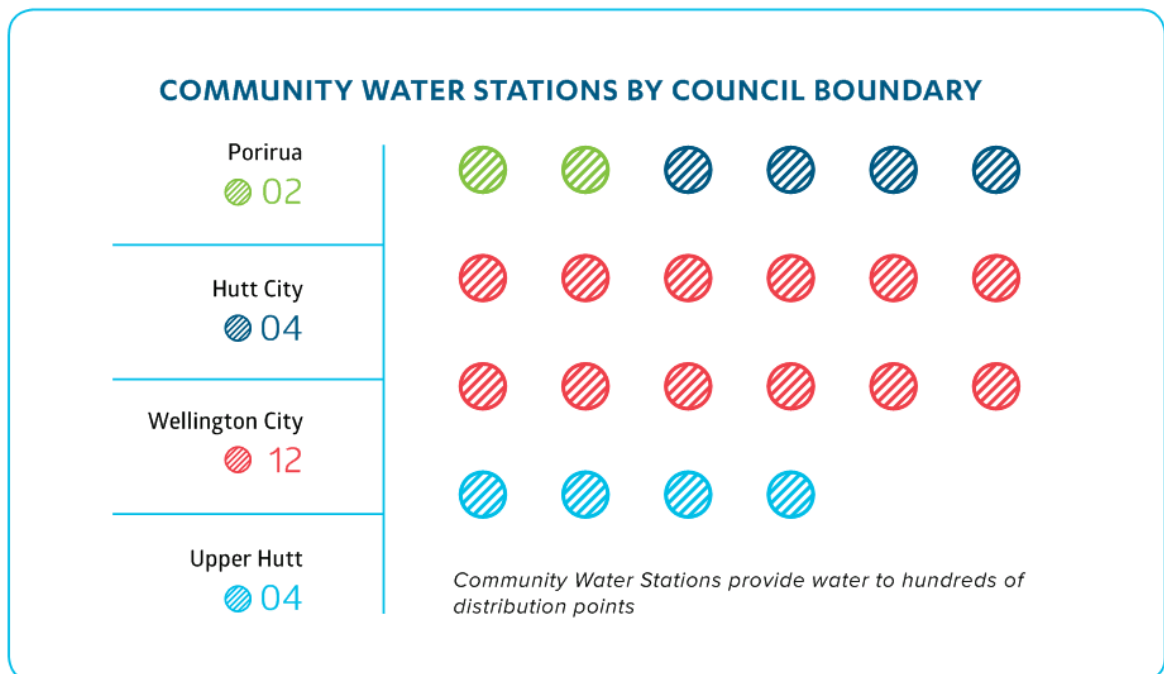
## Availability across Wellington

*We're planning for 22 Community Water Stations across the metropolitan region. In reality places like Upper Hutt will possibly have tap water restored long before parts of Wellington City*

We're designing the Community Water Station structures to be mobile – and we can relocate equipment to areas that are still without water, boosting both the emergency supply and the amount of water we have available to test and repair all the leaks in our network.

### Community Water Stations perform two vital roles for each community:

- » Supplementing reservoir storage, ensuring each community has enough water to survive and maintain hygiene
- » Store all the emergency equipment that each community will need to extract, treat, and distribute the water.



## What happens without these water stations?

*The recognised international standard required to prevent major outbreaks of disease in disaster situations is 20 litres every day for every person*

Outbreaks of disease from lack of water and poor hygiene will hinder emergency and recovery efforts. We're giving communities the tools they need to be water self-sufficient and prevent disease.

Centralising emergency tools in key locations means residents can quickly access emergency water after an earthquake, an essential factor in an extremely stressful environment.

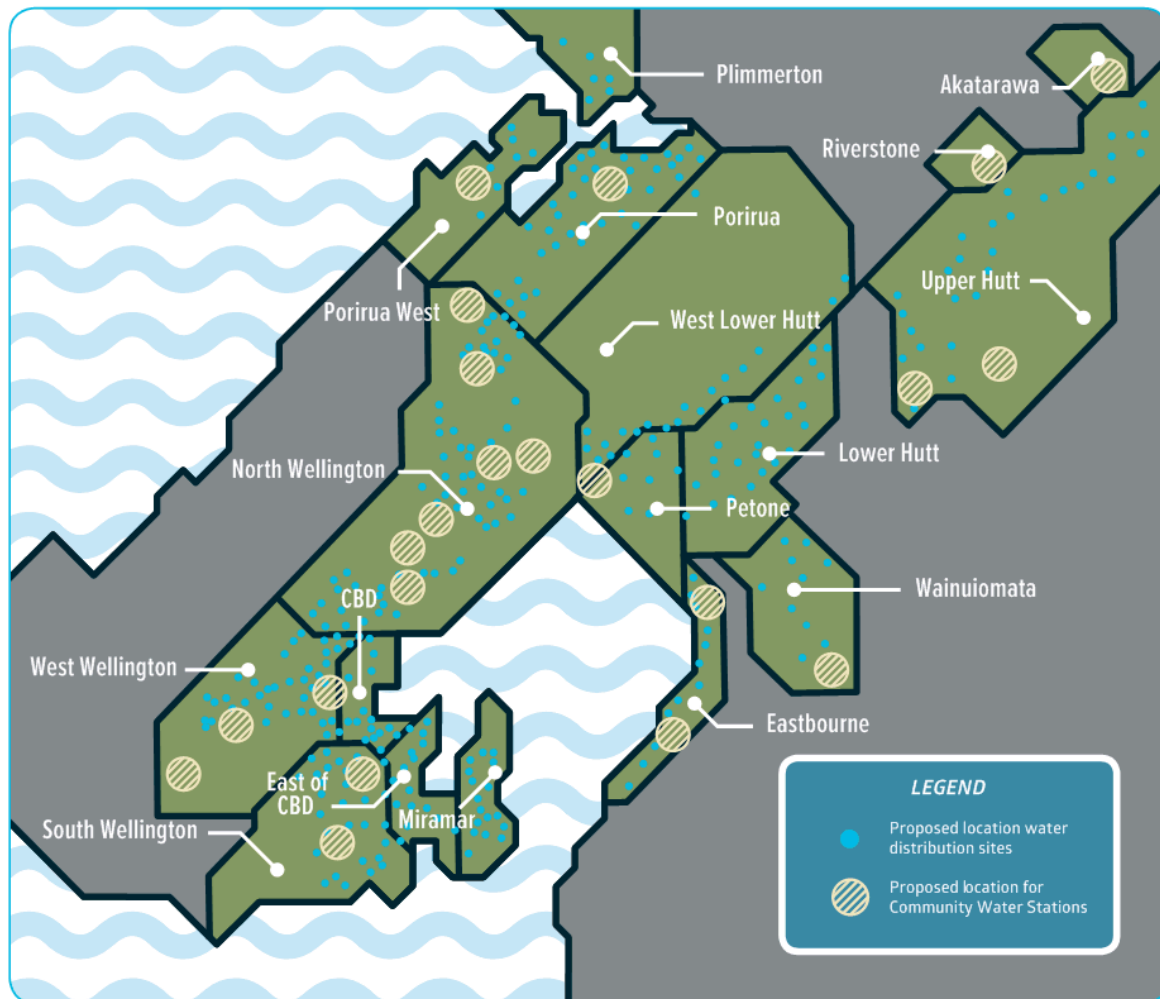
Water stations boost the available supply to at least 20 litres for every person.

## Community water distribution points within each island

The above-ground emergency water network will be community operated following a major event. This means that members of the community and civil defence will be responsible for activating and operating the emergency water stations, and deploying the bladder network.

### Operational Planning

Training and engagement is required to enable these groups to provide emergency water. We will work closely with the Wellington Region Emergency Management Office, Civil Defence, and community groups to provide training and develop operational plans.



No one will have to walk more than 1,000 metres to collect water, and everyone will have access to it

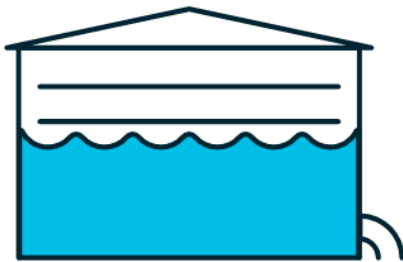
Our water, our future.



## This is how we will provide water in an emergency

### 1. WATER SOURCES PROVIDE BASIC WATER NEEDS

#### RESERVOIRS



#### 120 Water Reservoirs

Residents will be able to collect water from nearby water reservoirs,

#### COMMUNITY WATER STATION

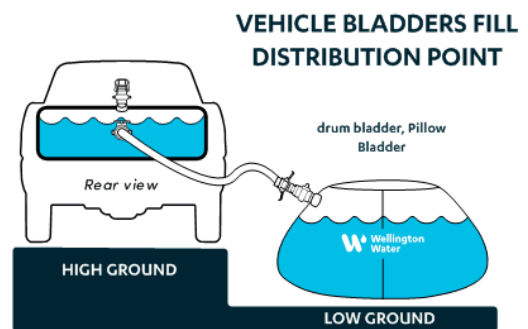
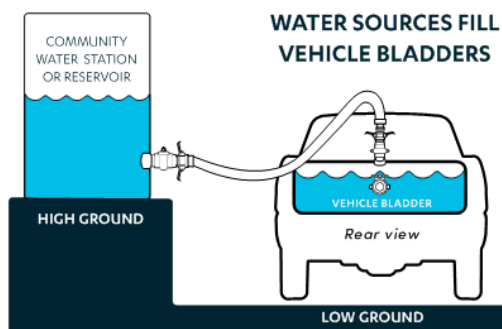


#### 22 Community Water Stations

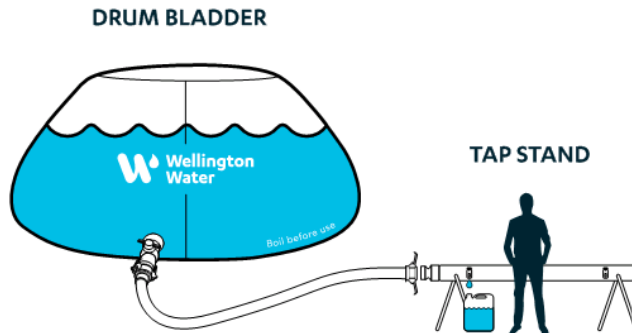
Residents can also collect water from the Community Water Stations.



### 2. MOBILE BLADDERS TRANSPORT WATER TO DISTRIBUTION POINTS



### 3. RESIDENTS COLLECT WATER FROM DISTRIBUTION POINTS




#### Community Water Distribution Points


Distribution points will be established within 500 to 1,000 metres of your home. These will provide 20 litres of water for every person every day.





### 4. MAKING YOUR WATER SAFE TO DRINK IN AN EMERGENCY

**WATER TREATMENT OPTIONS INCLUDE:**

  
Boiling water

  
Bleach

  
Purification tablets


  
Filtration system

For purification tablets and filtration systems, refer to manufacturer's instructions.





---

**HOW TO MAKE YOUR WATER SAFE**

Your stored water may be unsafe to drink.  
*Boil your water before use, either: Bring the water to a rolling boil for one minute, or boil the kettle or jug until it switches off automatically.*  
*If you can't boil your water, you'll need to disinfect it.*



**DISINFECTING WITH BLEACH**

| Drinking  | Cleaning   |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
|---|--|--------------------|---------|--------------------|-----------|---------------|--------------|--------------------|---------|---------------------|-----------|---------------|--------------|
| <p>For drinking, cooking and brushing teeth:<br/> <b>Ensure bleach is plain and unscented</b><br/> <small>(Janola may contain detergents which makes it unsuitable for treating drinking water)</small></p> <div style="display: flex; justify-content: space-between; align-items: center; border: 1px solid white; padding: 5px; margin-bottom: 5px;"> <div style="text-align: center;"> <br/>add ½ tsp<br/><b>Bleach</b> </div> <div style="font-size: 2em; font-weight: bold;">TO</div> <div style="text-align: center;"> <br/>10 litres of<br/><b>Water</b><br/><small>(BUCKET)</small> </div> </div> <div style="display: flex; justify-content: space-between; align-items: center; border: 1px solid white; padding: 5px;"> <div style="text-align: center;"> <br/>add 5 drops<br/><b>Bleach</b> </div> <div style="font-size: 2em; font-weight: bold;">TO</div> <div style="text-align: center;"> <br/>1 litre of<br/><b>Water</b> </div> </div> | <p>For general cleaning (dishes and hard surfaces) use:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>1 tsp</b> .....</td> <td style="width: 50%;">1 litre</td> </tr> <tr> <td><b>¼ cup</b> .....</td> <td>10 litres</td> </tr> </table> <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 50%;"><b>Bleach</b></td> <td style="width: 50%;"><b>Water</b></td> </tr> </table> <p>For heavy cleaning (floodwater, toilets or illness) use:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>¼ cup</b> .....</td> <td style="width: 50%;">1 litre</td> </tr> <tr> <td><b>2 cups</b> .....</td> <td>10 litres</td> </tr> </table> <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 50%;"><b>Bleach</b></td> <td style="width: 50%;"><b>Water</b></td> </tr> </table> | <b>1 tsp</b> ..... | 1 litre | <b>¼ cup</b> ..... | 10 litres | <b>Bleach</b> | <b>Water</b> | <b>¼ cup</b> ..... | 1 litre | <b>2 cups</b> ..... | 10 litres | <b>Bleach</b> | <b>Water</b> |
| <b>1 tsp</b> .....  | 1 litre  |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
| <b>¼ cup</b> .....  | 10 litres  |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
| <b>Bleach</b>   | <b>Water</b>   |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
| <b>¼ cup</b> .....  | 1 litre  |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
| <b>2 cups</b> .....   | 10 litres  |                    |         |                    |           |               |              |                    |         |                     |           |               |              |
| <b>Bleach</b>   | <b>Water</b>   |                    |         |                    |           |               |              |                    |         |                     |           |               |              |

Our water, our future.





## Making our region more resilient

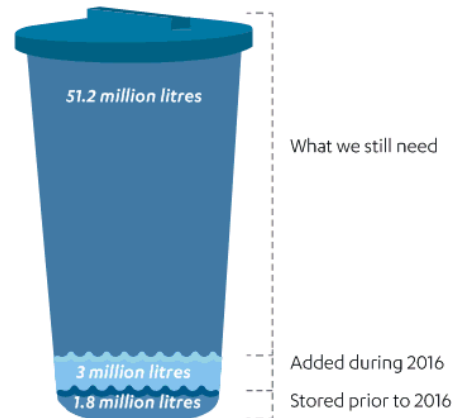
Water supply resilience relies on three priorities

### 1 Household supply

Emergency water storage in Wellington's households

TARGET WATER STORED AMONGST HOMES:

**56 million litres**



Storage levels as of August 2017

### 2 Above-ground emergency water network

We're giving communities the tools they need to be water self-sufficient and prevent disease



### 3 Developing new supplies as part of our long-term infrastructure plan

Offshore bores and new reservoirs to supply Wellington city and Porirua.



## Don't wait until it is too late . . .

### No network = no water. Where is your drinking water immediately after an earthquake?

Your home is where the emergency water supply story begins. Everyone in Wellington needs to be self-sufficient for the first seven days. Following a major earthquake, the first thing people rely on is themselves and their families. Storing water is essential for every household.

You need access to 20 litres of water for every person in your household, for every day. If you want to wash, you'll need more. We all need to be prepared to be self-sufficient for the first seven days.

**DON'T THINK IF, THINK WHEN.** *The risks posed by natural hazards are a fact of life. It is important that we all know what to do*

**Wellington Water**

**Get your water storage sorted now!**

Have you stored enough water for your family for 7 days?

Please don't forget about me!

**CURRENT AVERAGE WATER USAGE PER DAY PER PERSON**

**220 Litres**

- 31L — Taps
- 38L — Toilet
- 38L — Other\*
- 48L — Washing machine
- 65L† — Shower

\*Such as gardening, dishwashers, baths, and leaks.  
† Based on "Water Use in Auckland Households (FC1355), BRANZ, October 2008"

**HOW MUCH WATER DO YOU NEED AFTER AN EARTHQUAKE?**

**20 Litres per day for 1 person**

If you store 20 litres of water (for one person for one day), you should be able to do the following:

- ✓ Drinking
- ✓ Cooking
- ✓ Wash hands
- ✓ Pets
- ✓ Brush teeth
- ✓ Dishes
- ✓ Sponge bath
- ✓ Clean wastewater buckets
- ✓ First Aid
- ✗ Shower
- ✗ Laundry

**3 Litres per day for 1 person**

If you store 3 litres of water (for one person for one day), you should be able to do the following:

- ✓ Drinking
- ✓ Cooking
- ✓ Wash hands
- ✗ Pets
- ✗ Brush teeth
- ✗ Dishes
- ✗ Sponge bath
- ✗ Clean wastewater buckets
- ✗ First Aid
- ✗ Shower
- ✗ Laundry

**We recommend that you store enough water for your family for 7 days.**

3/2017

**Every household in Wellington needs to store at least seven days of water for everyone in their home. Don't forget your pets!**

Our water, our future.



September 2017



Find out more at: [wellingtonwater.co.nz/your-water](http://wellingtonwater.co.nz/your-water)

Or phone: 04 912 4400



## TRAFFIC RESOLUTIONS - BUS STOP CHANGES

### Purpose

1. To seek Committee approval to the creation of a number of bus stops in Wellington City to progress the implementation of the new Wellington Bus Network.

### Summary

2. From July 2018 Wellington City will have a number of new bus services operating. This is a result of the Bus Services Review, which started back in 2009. The new Wellington City bus network will provide;
  - 75% of residents within a 10 minute walk of a high-frequency bus routes (Currently 45%)
  - More frequent off-peak services for 26 suburbs
  - New weekend and evening services for 12 suburbs
  - More services to high growth areas
  - Removal of service duplication
  - Less buses on the Golden Mile
  - An easier-to-understand and simplified network of services.
3. To implement the new network a number of new bus stops and bus hubs will need to be installed. The bus hubs are an integral part of the new bus network providing the connection points for local services joining high frequency through routes. Following consultation with adjacent property owners, residents and businesses, Committee is asked to approve traffic restrictions to enable these to operate. The attached Traffic Resolution reports provide details on each proposal and cover the consultation carried out. Approval in some instances will result in the removal of car parking.

### Recommendation/s

That the City Strategy Committee:

1. Receive the information.
- 1.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

*(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)*

|           |  |                           |   |
|-----------|--|---------------------------|---|
| <b>a.</b> | <b>Reef Street, Island Bay (TR 161 – 17) Bus stop changes</b>                        |                           |   |
|           | Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule |                           |   |
|           | Column One   | Column Two                | Column Three  |
|           | Reef Street  | Bus Stop,<br>at all times | South side commencing 32 metres<br>south of its intersection with The |

|  |             |                              |  |
|--|-------------|------------------------------|--|
|  |             |                              | Parade and extending in an easterly direction following the southern kerb line for 27 metres   |
|  | Reef Street | Bus Stop,<br>4:00pm – 6:00pm | North side commencing 16 metres east of its intersection with The Parade and extending in an easterly direction following the northern kerb line for 12 metres   |
| Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule |             |                              |  |
|  | Column One  | Column Two                   | Column Three   |
|  | Reef Street | No stopping, at all times    | North side commencing 5.5 metres east of its intersection with The Parade and extending in an Easterly direction for 4.5 metres  |
|  | Reef Street | No stopping, at all times    | South side commencing from its intersection with The Parade and extending in an Easterly direction following the southern kerb line for 32 metres  |
| Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule      |             |                              |  |
|  | Column One  | Column Two                   | Column Three   |
|  | Reef Street | Bus Stop,<br>at all times    | North side commencing 25 metres east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748126.2m, y= 5421665.2m) and extending in a westerly direction following the northern kerb line for 15 metres |
|  | Reef Street | Bus Stop,<br>at all times    | South side commencing 3 metres east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.1m, y= 5421646.7m) and extending in an easterly direction following the southern kerb line for 15 metres |
|  | Reef Street | Bus Stop,<br>at all times    | South side commencing 27 metres east of the prolonged eastern kerb   |

|   |             |  |   |
|---|-------------|--|---|
|   |             |  | line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in an easterly direction following the southern kerb line for 15 metres  |
|   | Reef Street | Bus Stop (Layover),<br>8am to 6pm Monday to Friday | South side commencing 40 metres west of the prolonged north western kerb line of The Esplanade (Grid Coordinates (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a easterly direction following the southern kerb line for a distance of 15 metres |
| Add to Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule |             |  |   |
|   | Column One  | Column Two   | Column Three  |
|   | Reef Street | No stopping, at all times                          | North side commencing at a prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.4m, y= 5421662.1m) and extending in an easterly direction following the northern kerb line for 10 metres  |
|   | Reef Street | No stopping, at all times                          | South side commencing 27 metres east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in a westerly direction following the southern kerb line for 9 metres   |
|   | Reef Street | No stopping, at all times                          | South side commencing 42 metres east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748165.1m, y= 5421636.7m) and extending in an easterly direction following the southern kerb line for 9 metres  |
|   | Reef Street | No stopping, at all times                          | South side commencing 40 metres west of the prolonged north western kerb line of The Esplanade (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a westerly direction following the southern kerb line for 10 metres                                 |
|   | Reef Street | No stopping, at all times                          | South side commencing 25 metres west of the prolonged northern  |

|           |  |                        |   |
|-----------|--|------------------------|---|
|           |  |                        | western kerb line of The Esplanade (Grid Coordinates x = 1748250.5m, y= 5421607.2m) and extending in an easterly direction following the southern kerb line to its intersection with The Esplanade            |
|           | Add to Schedule G (Give Ways and Stops) of the Traffic Resolution Schedule           |                        |   |
|           | Column One   | Column Two             | Column Three  |
|           | The Esplanade  | Give Way               | Northbound at its intersection with Reef Street   |
|           | The Esplanade  | Give Way               | Southbound at its intersection with Reef Street   |
|           | Add to Schedule H (Pedestrian Crossings) of the Traffic Resolution Schedule          |                        |   |
|           | Column One   | Column Two             | Column Three  |
|           | The Parade   | Pedestrian Crossing    | West side commencing 65 metres north of the prolonged eastern kerbline of Derwent Street (Grid Coordinates x= 1748100.3m, y= 5421647.3m) and occupying the kerb line in a northerly direction for 5 metres    |
| <b>b.</b> | <b>Miramar Avenue, Miramar (TR 162 – 17) Bus stop changes</b>                        |                        |   |
|           | Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule      |                        |   |
|           | Column One   | Column Two             | Column Three  |
|           | Miramar Avenue   | Bus Stop, at all times | North side commencing 44 metres east of the prolonged eastern kerb line of Park Road (x= 1752002.3m, y= 5424556.2m) and extending in a westerly direction following the northern kerb line for 30 metres      |
|           | Miramar Avenue   | Bus Stop, at all times | South side commencing 35 metres west of the prolonged western kerb line of Stone Street (x= 1751914.6m, y= 5424592.0m) and extending in an easterly direction following the southern kerb line for 30 metres. |
|           | Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule |                        |   |
|           | Column One   | Column Two             | Column Three  |



|           |   |                        |  |
|-----------|---|------------------------|--|
|           | Park Road   | Bus Stop, at all times | West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m y=5,424,534.4 m), and extending in a northerly direction following the western kerbline for 21 metres                    |
|           | Park Road   | Bus Stop, at all times | West side, commencing 88.5 metres south of its intersection with Tahi Street and extending in a southerly direction following the western kerbline for 19 metres   |
|           | Miramar Avenue  | Bus Stop, at all times | South side, commencing 178.5 metres from its intersection with Chelsea Street and extending in a westerly direction for 12 metres  |
|           | Miramar Avenue  | Bus Stop, at all times | North side, commencing 68 metres west of its intersection with Park Road and extending in a westerly direction following the northern kerbline for 15.5 metres   |
| <b>c.</b> | <b>Alexandra Road, Mount Victoria (TR 163 – 17) Bus stop changes</b>                                      |                        |  |
|           | Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule                                 |                        |  |
|           | Column One  | Column Two             | Column Three   |
|           | Alexandra Road  | Bus Stop, at all times | East side commencing 10 metres north of the northern kerb line of the entrance to the “SPCA” car park (Grid Coordinates x= 1749695.9m, y= 5425625.4m) and extending in a northerly direction following the eastern kerb line for 15 metres   |
|           | Alexandra Road  | Bus Stop, at all times | West side commencing 16.7 metres south of the southern kerb line of the entrance to the “SPCA” car park (Grid Coordinates x= 1749667.4m, y= 5425598.2m) and extending in a southerly direction following the western kerb line for 15 metres |
| <b>d.</b> | <b>Strathmore Avenue, Raukawa Street and Monorgan Road – Strathmore Park (TR 164-17) Bus stop changes</b> |                        |  |
|           | Delete from Schedule B (Restricted Parking) from the Traffic Restrictions Schedule                        |                        |  |

|  | Column One   | Column Two  | Column Three  |
|--|--|---|---|
|  | Strathmore Avenue  | Bus Stop, at all times                                    | West side commencing 194 metres south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752345.7m, y= 5423407.5m) and extending in a southerly direction following the western kerb line for 15 metres                                    |
|  | Strathmore Avenue  | Bus Stop, at all times                                    | East side commencing 243 metres south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752358.8m, y= 5423364.0m) and extending in a northerly direction following the eastern kerb line on Strathmore Avenue for a distance of 15 metres |
|  | Strathmore Avenue  | Bus Stop, 8.30-9.00am, Monday to Friday, School Term only | West side commencing 198 metres north of Elphinstone Avenue (Grid Coordinates x= 1752350.8m, y= 5423206.8m) and extending in a southerly direction following the western kerb line for 11.5 metres  |
|  | Raukawa Street   | Bus Stop, at all times                                    | West side commencing 67 metres southwest of the prolonged western kerb line of Monorgan Road (Grid Coordinates x= 1752105.7m, y= 5423162.6m) and extending in a southerly direction following the western kerb line for 15 metres                             |
|  | Monorgan Road  | Bus Stop, at all times                                    | West side commencing 28 metres south of the prolonged southern kerb line of Raukawa Street (Grid Coordinates x= 1752149.8m, y= 5423158.6m) and extending in a southerly direction following the western kerb line for 15 metres                               |
|  | Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule |   |   |
|  | Column One   | Column Two  | Column Three  |
|  | Strathmore Avenue  | Bus Stop, at all times                                    | West side, commencing 274 metres south of its intersection with Broadway and extending in a southerly direction following the western kerblines for 12 metres   |

| Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule |                           |  |  |
|---|---------------------------|--|--|
| Column One  | Column Two                | Column Three   |  |
| Strathmore Avenue   | No Stopping, at all times | West side commencing 179 metres south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752345.4m, y= 5423392.0m) and extending in a southerly direction following the western kerb line for 7 metres. |  |
| Strathmore Avenue   | No Stopping, at all times | East side commencing 228 metres south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752356.8m, y= 5423379.5m) and extending in a northerly direction following the eastern kerb line for 15 metres |  |
| Strathmore Avenue   | No Stopping, at all times | West side commencing 198 metres north of Elphinstone Avenue (Grid Coordinates x= 1752350.8m, y= 5423206.8m) and extending in a northerly direction following the western kerb line for 10 metres                           |  |
| Strathmore Avenue   | No Stopping, at all times | West side commencing 182m north of Elphinstone Avenue (Grid Coordinates x= 1752350.5m, y= 5423194.5m) and extending in a southerly direction following the western kerb line for 8 metres                                  |  |

## Background

The Greater Wellington Regional Council manages the public transport system for Wellington. This is the first significant review of Wellington bus services in more than 20 years and was necessary in order to support the growing needs of a vibrant city. There is a need for Public Transport to be more responsive and to meet the increasing demand for reliable services. The deficiencies in the current service are:

- The current bus network has reached its capacity, particularly at peak times on key corridors
- Some areas are well serviced, while others are not
- Journey times are taking longer and trip times are unreliable
- Putting more and more buses into an already congested network is no longer acceptable or sustainable

- A bus network is needed that meets people's everyday travel needs throughout the day, including weekends
  - Wellington continues to grow and there is an increasing demand on public transport.
5. There has been extensive consultation on the new network. This started as far back as 2009 and continues with directly affected households, businesses and property owners.

A summary of the engagement to date is:

- **2009:** Initial consultation material delivered to 50,000 households, 3253 responses, plus meetings with Wellington City Council, bus operators, bus users and bus drivers
- **2010-11:** Fifteen community focus group meetings in Wellington; international advice sought on possible network options
- **2012:** Consultation brochure on a draft network distributed to 84,000 households, prompting about 6500 responses; public meetings held across the city, and information sessions held with residents associations and other groups; a revised network proposal developed from feedback
- **2013:** Further meetings held with resident associations and other groups to refine revised proposal; revised network adopted by Greater Wellington; public consultation on Transport Spine options, plus two citizens' engagement panels
- **2014:** Consultation on network as part of region-wide public consultation process; further targeted consultation on new network with residents in Churton Park, Ngaio, Khandallah and Broadmeadows, plus Victoria University students, including public meetings, co-design workshops, bus-user surveys and distribution of brochures to households in targeted areas
- **2015:** Outcomes of consultation in 2015 incorporated into new network design; consultation begins on new bus stops, plus changes to existing stops, with directly affected households
- **2016-17:** Consultation continues with directly affected households, businesses and property owners.

From the feedback a number of changes have been made to routes with the overall objective to provide more flexibility and reliability to services provided. This is based on a consistent structure across the city made up of:

*Core services:* These are high-frequency routes that will run at least every 15 minutes, seven days a week, along main corridors to link suburban town centres and important destinations.

*Secondary services:* Scheduled every 30 to 60 minutes most days of the week, these services will run to and from less populated areas, although some will go into the CBD and some will connect to core services.

*Peak-only services:* These supplement all-day routes as well as providing the only public transport to some outer areas.

To enable this to be achieved seven hubs have been introduced to facilitate off peak passenger transfers. The primary transfer points are in Johnsonville, Kilbirnie, Newtown and Courtney Place where these will be designed to cater for high volumes of passengers. Three

lower volume hubs are planned for Brooklyn, Miramar and Karori. GWRC has committed to providing high quality amenities at these locations including better shelter, seating, lighting and additional bus information for users.

As a result of the previous consultation on routes and service levels GWRC has entered into contracts with operators which commence service in July 2018.

It is expected the new network and services will provide:

- a 15 per cent increase in weekday services
- a 40-50 per cent increase in weekend services
- new weekend and evening services to 12 suburbs
- more off-peak services for 26 suburbs
- more services in high-growth and under-serviced suburbs
- removal of duplicated inner-city services
- a rationalisation of routes (from 44 to 36)
- fewer buses in the CBD
- greater use of hubs to transfer passengers from local to high-frequency buses
- more connecting services to popular destinations such as Victoria University and Wellington Hospital.

The overall effect will be that 75 per cent of residents will be within a 10-minute walk of a high-frequency bus route, compared with 45 per cent at present. GWRC are committed to the ongoing monitoring of these changes and to making further changes as these are warranted.

## **Discussion**

6. The introduction of new services includes a new fleet, new bus operators and a new Metlink livery. The new network will provide more services and more travel options which will bring with it a need to make changes to some bus stops and to add new bus stops and other supporting infrastructure.
7. There are three levels of change required to provide the new network;
  - New Hubs - for the transfer of passengers from local feeder services to high frequency services
  - New bus stops - to accommodate new services
  - Changes to existing stops - to enable new services to use existing stops safely and effectively.

8. Making these changes and introducing new bus stops requires Council approval for the associated traffic restrictions. These will vary from extending bus stops (to accommodate new buses), to removing carparks to make space for the connection of buses at Hub points etc.
9. A report covering the background to these changes, the assessment criteria to be used for each proposed locations, and the consultation process followed was provided to Committee in November. It also outlined a summary of the locations and the proposed bus stop requirements to be considered for each of these.
10. The attachments to this report cover four locations now requiring Committee approval. Further approvals for the remaining locations will be brought to the Committee in early 2018. All approvals will be required by July 2018 for introduction of the new services starting 15 July 2018.
11. In summary, the consultation on the four locations, is as follows:
  - Reef Street, Island Bay – TR161-17  
This is a major terminus point for route 1. Concerns for the loss of parking have been minimised by making changes to the layout of bus stops that are reflected in the proposal. The proposal also improves pedestrian facilities particularly between Shoreland Park and the beach.
  - Miramar Avenue, Miramar – TR162-17  
Rationalisation of bus stops in the Miramar Town Centre achieves a net increase in carparking in the general vicinity while facilitating the location of bus stops on Miramar Ave to service the convergence of local routes with the high frequency route 2. While the proposed bus stops create a local effect on convenience parking this has been mitigated nearby and necessarily balanced against the wider benefit of bus services for the area.
  - Alexandra Road, Mt Victoria – TR163-17  
This proposal benefits and is fully supported by the only organisation in this area. There is no effect on any other party.
  - Strathmore Avenue, Raukawa Street & Monorgan Road, Strathmore Park – TR164-17  
Concerns for the addition of a bus stop on Monorgan Road in what is already a busy area at school times has been ameliorated by a commitment to indent the bus stop. While there are other concerns about traffic and pedestrian safety in the area these will be taken up and worked through directly with the school.

### **Next Actions**

12. Officers will continue to work with Greater Wellington Regional Council on identifying the requirements for bus stops as part of the new bus network. This includes the detailed design of the new bus hubs and associated facilities highlighted throughout public consultation and are currently being refined and costed for consideration as part of hub package of works by GWRC. Proposals for traffic restrictions to enable the implementation of these will be brought back to Committee for approval.

---

**Attachments**

|               |  |          |
|---------------|--|----------|
| Attachment 1. | TR 161-17 Reef Street, Island Bay  | Page 169 |
| Attachment 2. | TR 162-17 Miramar Avenue, Miramar  | Page 180 |
| Attachment 3. | TR 163-17 Alexandra Road, Mount Victoria                                     | Page 191 |
| Attachment 4. | TR 164-17 Strathmore Avenue, Raukawa Street & Monorgan Road, Strathmore Park | Page 194 |

|            |   |
|------------|---|
| Authors    | Lindsey Hill, Project Coordinator<br>Stephen Harte, PM: Transport Network Developmt |
| Authoriser | David Chick, Chief City Planner   |

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Affected stakeholders were consulted with (pre-consultation by GWRC and formal notification by public notice by WCC) and any submissions have been incorporated into the final proposal as far as practical and responded to in the report.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi implications

### **Financial implications**

There are no unforeseen costs associated with this work. It is anticipated project costs will be covered by GWRC.

### **Policy and legislative implications**

This is consistent with the Council's policies of encouraging and supporting the use of public transport.

### **Risks / legal**

There are no legal risks. There is however an organisational reputation risk for both the City Council and Greater Wellington Regional Council if bus stops and associated infrastructure is not operational for the start of new bus services in July 2018.

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

Providing good public transport and facilities will encourage the use of public transport which will have a positive impact on the environment by reducing emissions.

### **Communications Plan**

A communication plan has been developed as part of the work programme.

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

All projects will be developed with a safety in design approach.



**PROPOSED TRAFFIC RESOLUTION**

**Reference Number:** TR 161-17

**Location:** Reef Street - Island Bay

**Proposal:** To reconfigure and extend Bus Stops on Reef Street and remove a bus Stop on The Parade to accommodate service changes as part of Wellington's new bus service network.

**Information: Background**

Currently Reef Street acts as the terminus for the main number 1 route and the less frequent routes 4 and 32. Routes 4 and 32 also commence at Reef St whilst route 1 commences nearby on The Parade. Reef Street also plays host to a number of school services.

Buses make use of bus stops and general parking on Reef Street to layover between trips. Some buses, particularly trolley buses, u-turn at the junction of Reef Street while others turn at The Esplanade. With the removal of trolley buses from the network there is an opportunity to introduce a consistent location to turn buses while improving the overall safety of both Reef Street intersections. With the introduction of new services it is also proposed to formalise the use of bus stops and parking on Reef Street.

The new bus network for Wellington will start mid-2018. With the revised bus services Reef Street will become the southern terminus for the high capacity / high frequency Route 1. Reef St will also accommodate facilities for routes 32x, 29, 29e and host morning and afternoon school services.

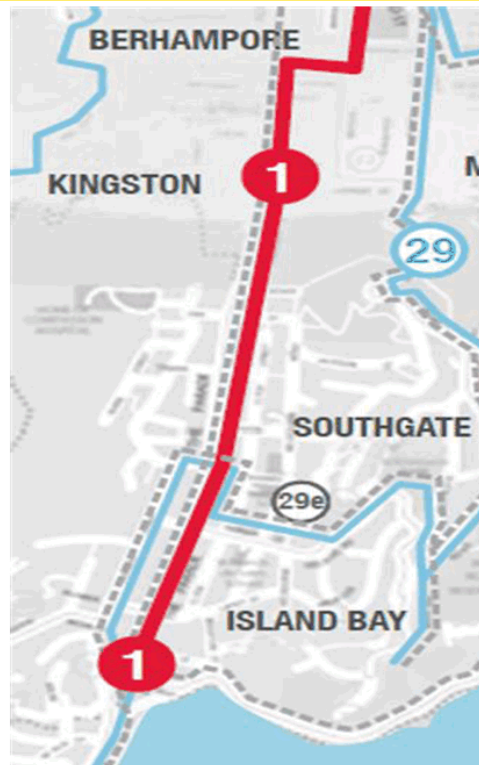
Route 1 using Reef Street and The Parade will be served by double decker buses including electric double decker buses.

The planned frequency of route 1 is:

|                        |   |
|------------------------|---|
| <b>Weekday Peak</b>    | Bus every 10 minutes                                  |
| <b>Weekday Daytime</b> | Bus every 10 minutes                                  |
| <b>Weekday Evening</b> | Bus every 15-30 minutes                               |
| <b>Saturday</b>        | Bus every 15 minutes day time and 30 minutes evening. |
| <b>Sunday</b>          | Bus every 15 minutes day time and 30 minutes evening. |

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### Proposed Changes

To accommodate the new bus network and deliver the services offered it is proposed that the following changes be made:

1. Remove two parking spaces on the North side of Reef Street at the Western end (adjacent to 355 The Parade), between the pedestrian crossing and the existing bus stop. This will provide improved sight lines for pedestrians, and allow buses to align better with the existing kerb to set down and pick up passengers.
2. Extend the bus stop on the North side of Reef St at the Western end (outside number 30 Reef Street). This stop is to be used to set down and pick up passengers only. Buses will not layover at this location.
3. Extend the existing bus stop on the South side of Reef Street adjacent to Shorland Park to accommodate two buses (broken into two 15m sections). Space will be provided between the two stops to allow independent access to each of the stops.

## PROPOSED TRAFFIC RESOLUTION

4. Add a new bus stop on the South side of Reef Street at the Eastern end (outside Shorland Park) to allow the part time layover of buses. When not in use, car parking will be allowed on this stop.
5. Remove the Bus Stop on the West Side of the Parade (outside 360/362 The Parade) and replace with two carparks. This stop is replaced by the new bus stop on the South side of Reef Street outside Shorland Park.

As part of the changes to bus stops and parking it is proposed to build a roundabout at the intersection of Reef Street and The Esplanade. This will allow all terminating buses to turn and position themselves to layover on Reef Street between services or continue to the first pick up stop at the West end of Reef Street outside Shorland Park. The introduction of a roundabout will also improve the pedestrian connection between Shorland Park and the beach making crossing of The Esplanade safer and more convenient. The roundabout will also assist in calming traffic through this busy area.

The two bus stops identified in 3 above will provide a space for the new electric double decker buses to recharge. It is important that they can accurately position themselves on these two stops for the recharging exercise so sufficient space has been allowed for buses to access these stops in and around parking and other buses. These stops will also be provided with bus shelters and passenger information.

With the removal of Trolley Buses from the network the intersection of Reef Street and The Parade can be reconfigured. This opportunity to rework the intersection enables the position of bus stops to be optimised and as much parking as practical to be retained. Other benefits of upgrading the intersection are the ability to improve pedestrian safety and access to the bus stop locations.

### Consultation

Early consultation was carried out by GWRC on the proposed changes. The main options explored were the different options for the location of the terminus stop on The Parade and the commencing point for services. Currently, the terminating stop is on The Parade by Humber Street and services are resumed on the stop outside 360/362 The Parade. There has been strong support for the terminating stop to be extended to Reef Street which is now proposed outside number 30. There was also support for the commencement of services to be moved to Reef Street now proposed outside Shorland Park rather than 360/362 The Parade. This was to provide legibility of services and consistency of bus

## PROPOSED TRAFFIC RESOLUTION

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movements through the area. Feedback also suggested that the change to this location would be further supported if pedestrian facilities were improved across the intersection of The Parade and Reef Street. These have been incorporated into the proposal as a result.

Overall the proposed changes will result in the net loss of 4 parking spaces during the week day and 2 carparks spaces during the evenings and weekends. Some additional carparks have been achieved across the maintenance entry to Shorland Park by moving and co-locating it with the layover bus stop. However it should be recognised that the proposal formalises a number of informal activities which already impact on the area to varying degrees and at different times. The proposal also provides a number of improvements to the overall safety of the area and brings a number of improvements for public transport users in amenity, access and frequency of service that would otherwise not be achievable.

GWRC will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

### Key dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 10 November 2017 |
| 2) Feedback period closes.  | 24 November 2017 |
| 3) Report sent to City Strategy Committee for approval.                     | 7 December 2017  |
| 4) Feedback may result in further consultation or amendment as appropriate. |                  |

**PROPOSED TRAFFIC RESOLUTION**

**Legal Description:**

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

| <b>Column One</b>  | <b>Column Two</b>                    | <b>Column Three</b>  |
|--------------------|--------------------------------------|--|
| <b>Reef Street</b> | <i>Bus Stop,<br/>at all times</i>    | South side commencing 32m south of its intersection with The Parade and extending in an easterly direction following the southern kerb line for 27m. |
| <b>Reef Street</b> | <i>Bus Stop,<br/>4:00pm – 6:00pm</i> | North side commencing 16m east of its intersection with The Parade and extending in an easterly direction following the northern kerb line for 12m.  |

Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule

| <b>Column One</b>  | <b>Column Two</b>         | <b>Column Three</b>  |
|--------------------|---------------------------|--|
| <b>Reef Street</b> | No stopping, at all times | North side commencing 5.5m east of its intersection with The Parade and extending in an Easterly direction for 4.5m.                         |
| <b>Reef Street</b> | No stopping, at all times | South side commencing from its intersection with The Parade and extending in an Easterly direction following the southern kerb line for 32m. |

Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

| <b>Column One</b>  | <b>Column Two</b>                 | <b>Column Three</b>   |
|--------------------|-----------------------------------|---|
| <b>Reef Street</b> | <i>Bus Stop,<br/>at all times</i> | North side commencing 25m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748126.2m, y= 5421665.2m) and extending in a westerly direction following the northern kerb line for 15m. |
| <b>Reef Street</b> | <i>Bus Stop,<br/>at all times</i> | South side commencing 3m east of the prolonged eastern  |

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**PROPOSED TRAFFIC RESOLUTION**

|                    |  |  |
|--------------------|--|--|
|                    |  | kerb line of The Parade (Grid Coordinates x= 1748128.1m, y= 5421646.7m) and extending in an easterly direction following the southern kerb line for 15m.   |
| <b>Reef Street</b> | <i>Bus Stop, at all times</i>                          | South side commencing 27m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in an easterly direction following the southern kerb line for 15m.   |
| <b>Reef Street</b> | <i>Bus Stop (Layover), 8am to 6pm Monday to Friday</i> | South side commencing 40m west of the prolonged north western kerb line of The Esplanade (Grid Coordinates (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a easterly direction following the southern kerb line for a distance of 15m. |

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

| <b>Column One</b>  | <b>Column Two</b>         | <b>Column Three</b>  |
|--------------------|---------------------------|--|
| <b>Reef Street</b> | No stopping, at all times | North side commencing at a prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.4m, y= 5421662.1m) and extending in an easterly direction following the northern kerb line for 10m.          |
| <b>Reef Street</b> | No stopping, at all times | South side commencing 27m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748151.2m, y= 5421640.1m) and extending in a westerly direction following the southern kerb line for 9m. |
| <b>Reef Street</b> | No stopping, at all times | South side commencing 42m east of the prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748165.1m, y= 5421636.7m) and extending in an easterly direction   |

**PROPOSED TRAFFIC RESOLUTION**

following the southern kerb line for 9m.

|                    |                           |  |
|--------------------|---------------------------|--|
| <b>Reef Street</b> | No stopping, at all times | South side commencing 40m west of the prolonged north western kerb line of The Esplanade (Grid Coordinates x= 1748271.3m, y= 5421597.5m) and extending in a westerly direction following the southern kerb line for 10m. |
|--------------------|---------------------------|--|

|                    |                           |  |
|--------------------|---------------------------|--|
| <b>Reef Street</b> | No stopping, at all times | South side commencing 25m west of the prolonged northern western kerb line of The Esplanade (Grid Coordinates x = 1748250.5m, y= 5421607.2m) and extending in an easterly direction following the southern kerb line to its intersection with The Esplanade. |
|--------------------|---------------------------|--|

Add to Schedule G (Give Ways and Stops) of the Traffic Resolution Schedule

| <b>Column One</b>    | <b>Column Two</b> | <b>Column Three</b>                              |
|----------------------|-------------------|--|
| <b>The Esplanade</b> | Give Way          | Northbound at its intersection with Reef Street. |
| <b>The Esplanade</b> | Give Way          | Southbound at its intersection with Reef Street. |

Add to Schedule H (Pedestrian Crossings) of the Traffic Resolution Schedule

| <b>Column One</b> | <b>Column Two</b>   | <b>Column Three</b>  |
|-------------------|---------------------|--|
| <b>The Parade</b> | Pedestrian Crossing | West side commencing 65m north of the prolonged eastern kerblines of Derwent Street (Grid Coordinates x= 1748100.3m, y= 5421647.3m) and occupying the kerb line in a northerly direction for 5m. |

Note: The proposed traffic changes will take effect in 2018 prior to the introduction of the new bus service network. Until then the existing traffic restrictions will remain in place.

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## PROPOSED TRAFFIC RESOLUTION

|               |               |   |
|---------------|---------------|---|
| Prepared By : | Stephen Harte | (Implementation Manager Network Improvements) |
| Approved By : | Steve Spence  | (Chief Transport Advisor)                     |
| Date:         | 24/11/17      |   |

**WCC Contact:**

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Transport Group – Network Operations  
Wellington City Council  
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Wellington  
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# PROPOSED TRAFFIC RESOLUTION



## PROPOSED TRAFFIC RESOLUTION

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### Feedback Received:

**Submitter:** Tina Hakaraia on behalf of Island Bay Residents Association  
**Address:** 10 Foyle Street  
**Agree:** Not given

Thank you for the opportunity to provide feedback on the proposed alterations to Reef Street Island Bay as the main Terminus for Island Bay buses.

### Background

The plan as presented in the attachment of your email dated 10<sup>th</sup> November 2017 appears to be most satisfactory and very carefully thought out. However, under the proposed changes Reef Street will alter from a 'quiet suburban street' to a busy bus terminus with increased density of traffic in the form of numerous large buses throughout the day and into the night.

Since Shorland Park and the beach area are **extensively used by families and children** we feel this creates extra concerns around safety and accessibility of these very popular amenities, especially in the spring/summer months when the weather improves.

### Suggestions

- 1) Could the current maintenance area located at the eastern end of Shorland Park where the Basketball Hoop and sunken toilets are located, be turned into off-street parking.

This would create two distinct advantages.

- a) It would not only replace the 4 lost car parks as identified in your Report but would increase parking capacity in the area.
- b) Most importantly, it would create direct off-road access to Shorland Park making things much safer for park users and pedestrians.

The 2 extra car parks created at the new bus layover on the south side of Reef Street, eastern end near the beach may not be necessary.

- 2) Could a pedestrian crossing be placed on The Esplanade on the south side of the Give Way sign as identified in your Report and directly adjacent to the access pathway leading from Shorland Park to the beach. There is currently a safety island in the middle of the road at this location.

This would create two distinct advantages.

- a) It would provide a safe, direct access from Shorland Park to the beach, a very popular option for park users and pedestrians, perhaps a much safer option than using the roundabout as mentioned in your report. (Refer Report, Proposed Changes, paragraph after 5.)
- b) It would also further slow down traffic travelling north and south along The Esplanade, especially north bound traffic before they reach the proposed Give Way and new Roundabout areas near the Reef Street intersection. This area of The Esplanade is often used by big trucks on trips to the tip at Owhiro Bay.

## PROPOSED TRAFFIC RESOLUTION

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Finally, it should be noted that the upgrade of Shorland Park is set to be implemented in the 10 Year Plan which will surely further increase patronage and use of these two very important and frequently used amenities.

### Officer's Response:

The proposed positions of bus stops have been developed to minimise the impact on the surrounding Park and residential area, as far as practical, while accommodating the various bus activities necessary to serve the new network. Because Island Bay is the terminus point for the North- South number 1 route there is a requirement for buses to layover between services while also providing a connection point for local services. These requirements have been optimised to limit the impact on parking in the area.

In response to the suggestions made:

1. This is something that can be explored as part of any future development of the park. The current proposal does not preclude this possibility. It is however outside the scope of these street changes and the timeframes being worked to.

2. Pedestrian facilities are provided on all legs of the roundabout. While these are not zebra crossings they provide a good level of amenity for pedestrians in this environment. The roundabout itself will be an effective traffic calming measure assisting to modify vehicle speeds through the area.

The existing crossing facility South of the proposed roundabout would remain. There are no plans to upgrade this facility to a zebra crossing at this point. This can however be monitored following the installation of the roundabout and further improvements made if these are found necessary. There will always be an opportunity to review this crossing point in developing any plans for Shoreland Park.

**PROPOSED TRAFFIC RESOLUTION**

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**Reference Number:** TR 162-17

**Location:** Miramar Avenue - Miramar

**Proposal:** To provide revised bus stops on Miramar Avenue, Miramar as part of Wellington’s new bus service network.

**Information: Background**

Currently bus services in Miramar use a number of bus stops on both Miramar Avenue and Park Road. Bus services to Wellington City can depart from bus stops on both streets, making using the bus sometimes confusing and unsafe for users, especially new customers.

With the agreed new bus network and services commencing in July 2018, all bus services through the Miramar town centre use bus stops on Miramar Avenue only. Miramar will become a main hub for off peak passengers to transfer between the high frequency route and local suburban routes. Miramar Avenue will be served by the high frequency route 2 and local routes 12, 12e 18, 18e, 24, 30x, 31x and a host of morning and afternoon school services.

Several options were considered during the network development but the preferred option was for the bus hub to be on Miramar Avenue.

The resultant proposal reflects a combination of bus operating needs, passenger needs and road safety. This is critical infrastructure supporting the new network and providing bus passengers with a better, safer experience. This includes providing good clear access and exits from bus stops that are free from parked vehicles. This allows buses to pull into the stop parallel to the kerb providing fully accessible access to all passengers.

The planned frequency of the route 2 is:

|                        |   |
|------------------------|---|
| <b>Weekday Peak</b>    | Bus every 5-10 minutes                                |
| <b>Weekday Daytime</b> | Bus every 10 minutes                                  |
| <b>Weekday Evening</b> | Bus every 20-30 minutes                               |
| <b>Saturday</b>        | Bus every 15 minutes day time and 30 minutes evening. |
| <b>Sunday</b>          | Bus every 15 minutes day time and 30 minutes evening. |

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In recognition that Miramar will see an increase in off-peak travellers, improvements will be incorporated at the relocated bus stops including better shelter, more seating, improved lighting, CCTV, and better passenger information.

### Proposed Changes

The proposed bus stops on Miramar Avenue will need to accommodate two buses. This will enable connections to be made

## PROPOSED TRAFFIC RESOLUTION

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between the high frequency bus service, and local suburban services.

To ensure there is space for this to happen it is proposed that a double bus stop is established on the North side of Miramar Ave outside Thai Canium (opposite the library), just west of Park Road and on the South side of the street outside Unichem Pharmacy, just west of Stone Street. This will give legibility of services and provide a convenient, safe connection between services.

Additionally three existing bus stops on Miramar Avenue and Park Road would be removed as a consequence of the new bus stop proposed for Miramar Avenue. These removals would take place once the new network has commenced in July 2018.

The proposal will result in a net gain of 5 parking spaces on Miramar Avenue and Park Road.

GWRC will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

### Consultation

Early consultation on the location of bus stops has been carried out with Miramar stakeholders and community. It is recognised that the bus stops need to fit into the long term plan for Miramar including a town centre upgrade and proposals for cycling. While these plans are yet to be finalised and implemented it is imperative the bus stops are functional in the short term to enable the introduction of the new bus network mid-2018. It is also accepted that changes can be made to these locations to fit final plans once they are developed and agreed.

### Key dates:

- 1) Advertisement in the Dominion Post Newspaper. 10 November 2017
- 2) Feedback period closes. 24 November 2017
- 3) Report sent to City Strategy Committee for approval. 7 December 2017
- 4) Feedback may result in further consultation or amendment as appropriate.

## PROPOSED TRAFFIC RESOLUTION

### Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

| <b>Column One</b>     | <b>Column Two</b>      | <b>Column Three</b>   |
|-----------------------|------------------------|---|
| <b>Miramar Avenue</b> | Bus Stop, at all times | North side commencing 44m east of the prolonged eastern kerb line of Park Road (x= 1752002.3m, y= 5424556.2m) and extending in a westerly direction following the northern kerb line for 30m.     |
| <b>Miramar Avenue</b> | Bus Stop, at all times | South side commencing 35m west of the prolonged western kerb line of Stone Street (x= 1751914.6m, y= 5424592.0m) and extending in an easterly direction following the southern kerb line for 30m. |

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

| <b>Column One</b>     | <b>Column Two</b>      | <b>Column Three</b>   |
|-----------------------|------------------------|---|
| <b>Park Road</b>      | Bus Stop, at all times | West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m y=5,424,534.4 m), and extending in a northerly direction following the western kerblines for 21 metres. |
| <b>Park Road</b>      | Bus Stop, at all times | West side, commencing 88.5 metres south of its intersection with Tahiti Street and extending in a southerly direction following the western kerblines for 19 metres   |
| <b>Miramar Avenue</b> | Bus Stop, at all times | South side, commencing 178.5 metres from its intersection with Chelsea Street and extending in a westerly direction for 12 metres.  |
| <b>Miramar Avenue</b> | Bus Stop, at all times | North side, commencing 68 metres  |

## PROPOSED TRAFFIC RESOLUTION

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times

west of its intersection with Park Road  
and extending in a westerly direction  
following the northern kerbline for 15.5  
metres.

Note: The proposed traffic changes will take effect in 2018 prior to the introduction of the new bus service network. Until then the existing traffic restrictions will remain in place.

Prepared By : Stephen Harte

(Implementation Manager Network  
Improvements)

Approved By : Steve Spence

(Chief Transport Advisor)

Date: 24/11/17

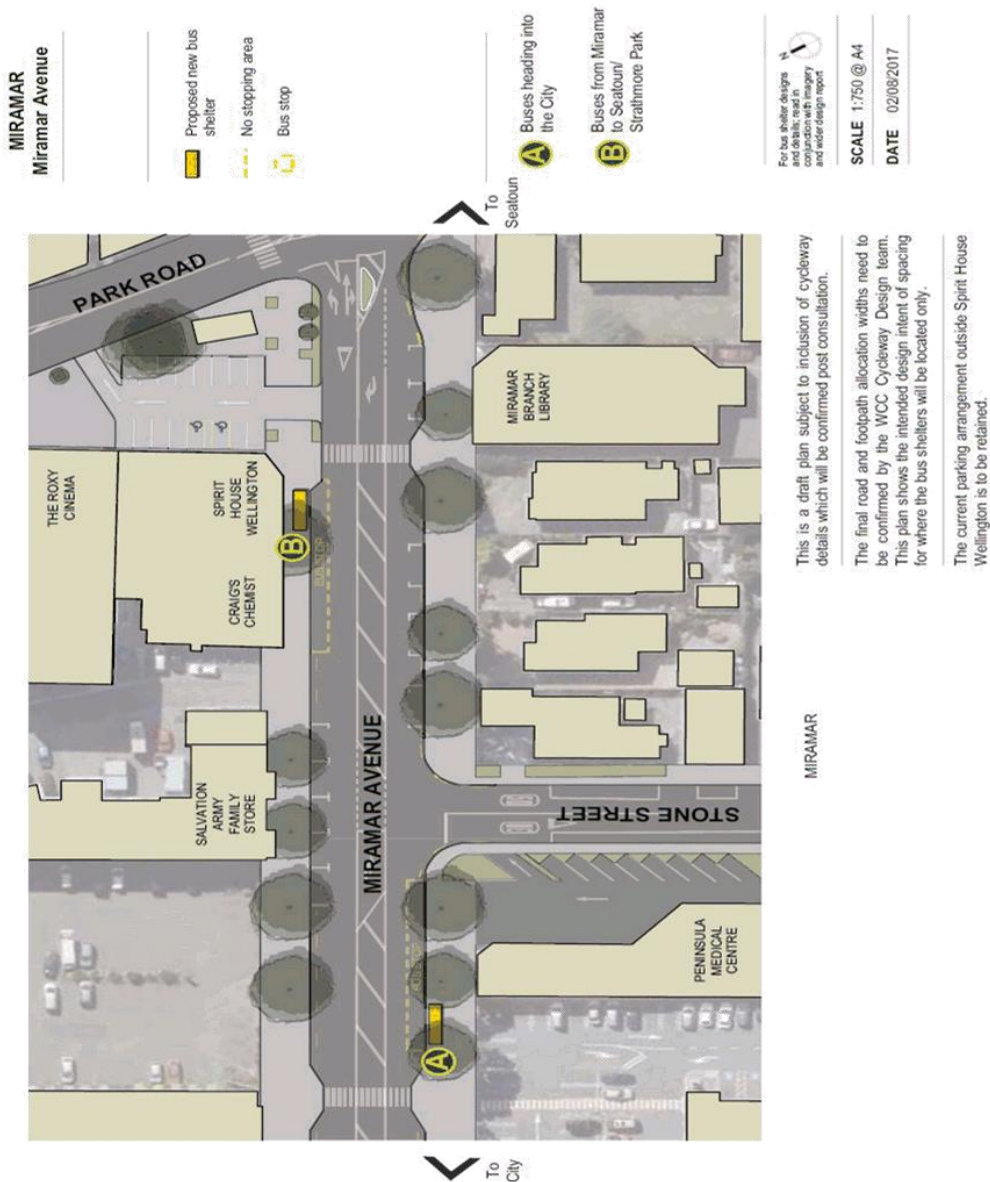
**WCC Contact:**

Lindsey Hill  
**Project Co-ordinator**  
Transport Group – Network Operations  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8753  
Email: lindsey.hill@wcc.govt.nz



**Absolutely Positively**  
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**PROPOSED TRAFFIC RESOLUTION**



## PROPOSED TRAFFIC RESOLUTION

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### Feedback Received:

**Submitter:** Sophia George  
**Address:** 56 Para Street, Miramar  
**Agree:** No

Parking is difficult enough as it is. Why change a good thing.

**Submitter:** Christie Holmes  
**Address:** 46 Nevay Road, Karaka Bays  
**Agree:** No

This is absurd, taking car parks away from the front of a healthcare service, where often those needing medication and or advice are not able to walk great distances, they might be sick themselves or have someone who is in the vehicle unwell. Not to mention the elderly or disabled. Why not put it in front of an area where there is no shopfront, like where it already exists on Miramar Avenue (there is nothing wrong with its current position!). This will be very detrimental to the pharmacies. Have a look at the effect it's had on businesses in island bay and grey Lynn. Why follow a failing trend?! With the possible impending cycle way changes too, there will be no passing these buses stopped and jutting out onto the road. Dangerous!

**Submitter:** Ian Goodlet  
**Address:** 10A Park Road, Miramar  
**Agree:** No

Miramar Avenue is already far too busy in terms of traffic for this proposed change to make any sense - the residents/rate payers do not need any further disruption to leaving of entering Miramar. This will also have a major effect on businesses adjacent to both the existing and proposed bus stops - businesses will close, livelihoods and jobs will be lost if this plan goes forward. The existing bus routes are entirely adequate and work well.

**Submitter:** Andrew McPherson  
**Address:** Not given  
**Agree:** No

It is a stupid proposal only to support the cycleway that has no demand sufficient to hold up the traffic. Miramar only sees a peak of 27 cyclists on weekdays commuting hours and 15 cyclists on weekends. Assuming of course that the weather is fine and windless, then even so that is only a quarter of the days. There is also an issue of the parks removed from outside both the large pharmacy and the friendly pharmacy, which of course serve the sick and elderly customers. Then there is a consideration of how much disruption the traffic has with both stops getting peak bus throughput of every 2 to 3 minutes while travelling on the main road out of Miramar, which is only used currently by the 43/44 route from Strathmore. Of course, I fully expect that this daft proposal will find a non-rational reason to be approved.

**Submitter:** Al Jackson  
**Address:** Flat 1, 50 Darlington Road  
**Agree:** No

Putting 2 x bus stops immediately before pedestrian crossings is incredibly unsafe. Also removing car parking immediately outside both pharmacies in Miramar is a stupidly bad decision.

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**Submitter:** Graeme Buchanan  
**Address:** 36 Nevay Road, Karaka Bays  
**Agree:** Yes

In broad terms agree that new Hub has to be on Miramar Ave west of Park Rd, but not sure why the chosen spots are optimal. On the southern side, there is more space and less impact on elderly pharmacy/med centre users' parking if the stop was from the pedestrian crossing at the library to Stone St. I note that there are private driveways but that hasn't stopped WCC before. On the other side, similar comment re other pharmacy, so why not outside Sallies after the pedestrian crossing? Will existing bus stops on Park Rd outside shops and Roxy become carpark? One outside Roxy in particular should be kept for tourist buses.

**Submitter:** Megan Pledger  
**Address:** 21 Ira Street, Miramar  
**Agree:** No

It's not clear where the number 2 bus will sit at the start or end of it's route? On these bus stops? This road is incredibly busy with large truck making deliveries to the businesses along this road with cars stopping and turning into side streets and business arcades - it's very chaotic. Putting bus stops and increased bus traffic on this road will narrow the road, slow the traffic causing congestion and frustration, increase the chaos and make turning into businesses risky.

**Submitter:** Martin Bell  
**Address:** 155 Maupuia Road  
**Agree:** No

The proposed change is incompatible with the Council's proposals for cycle ways along Miramar Ave and for traffic lights at the intersection with Tauhinu Rd. The proposal will: - result in a significant increase in bus movements along Miramar Ave at peak times and other times; - resulting in additional congestion along Miramar Ave which is already a very busy stretch of road with multiple business entrances with vehicle movements occurring in all directions; - result in increased use of the pedestrian crossings by passengers, which will result in even further congestion on Miramar Ave - cause even further congestion into and out of Miramar if the proposed traffic lights proceed further increasing the risk of gridlock and thereby slowing and delaying public transport, and also causing further congestion at the Cobham Dr roundabouts; - overall, due to the above factors, have negative economic impacts on Miramar, public transport users, commercial road users and private vehicle road users. - overall, due to the above factors, exacerbate the safety risks to pedestrians and cyclists, and make the proposed cycle ways more unfeasible due to the safety risks. In summary, the proposal is unsound, unsafe and profoundly incompatible with the Council's proposals for cycle ways and traffic lights to be installed on this route, with negative impacts for the citizens of Miramar.

**Submitter:** Glen Kingston on behalf of Strathmore Park Progressive & Beautification Association Inc.  
**Address:** 108 Strathmore Avenue  
**Agree:** No

We have studied this resolution and have advised our members of the chosen hub locations in order that they may make their individual views known. Although off peak Strathmore Park

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bus users may change buses at these Miramar Hub locations we feel that the main change point for our users will be Kilbirnie Hub & hence we offer no formal view on this proposal.

**Submitter:** Robin Boldarin on behalf of Miramar/Maupuia Progressive Association  
**Address:** 10 Torridon Road, Miramar  
**Agree:** No

We do have three concerns –

- 1) The shortage of consultation time
- 2) The proximity of the proposed sites to medical outlets
- 3) An absence of bus stops closer to Tauhinu Road.

To address the second issue - we believe it would be possible to position the out-going stop further west so that free access via vehicle would be possible to service the southern pharmacy (Peninsula Medical Centre). We also believe that a bus park could be located closer to Palmers thereby enabling vehicles to access the northern pharmacy (Craig's Chemist).

We realise that the intention is to remove the pedestrian-accessed bus stops in Park Road but cannot see the benefit in eliminating freely-accessible entry to the two pharmacies concerned. In either event pedestrians would have to cross very vehicular busy streets which wouldn't change with the proposed relocations.

If the bus stops in Miramar Avenue were shifted, as suggested, further west it would not affect bus stops currently in Park Road. We believe, for pedestrian-safety reasons. That the Park Road buses be retained as are.

**Submitter:** Warrick Steele and Taryn Playle  
**Address:** 60 Miramar Avenue, Miramar  
**Agree:** No

We are the owners of 60 Miramar Avenue which we reside in and The Law Company which occupies part of the building.

We have written to GWRC on 10 June 2016 regarding the changes to the bus stops and have met with Charles Agate of GWRC on multiple occasions. I attached our letter to GWRC expressing our concerns then and will not repeat them here.

While we understand and appreciate the amended bus routes and timetables, we strongly oppose the proposed Traffic resolution on Miramar Avenue, with the proposition of the Bus Stop on Miramar Avenue outside the Pharmacy and outside Craig's Chemist, which are across the roads from our residence ("the Bus Hub") and business.

Apart from our initial concerns which are still very relevant, we are really concerned about having the bus stops directly in front of 2 very busy pedestrian crossings. The Road Code states that you must not "on, or closer than 6 metres to, the approach side of a pedestrian crossing".

We have discussed with Charles Agate about the bus stop at the Holy Cross Church being extended – thus not requiring a whole new stop at the Miramar Pharmacy (or anywhere on South Side of Miramar Ave).

There appears to be enough room with only the loss of 2 parking spots in traffic demanding area. This stop would be right by the toilets and the Miramar town centre which make sense.

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All that would need to happen is that the new bus route could be slightly amended so that from Hobart Street, the Bus goes down Chelsea St then onto Miramar Avenue to be able to pull into this stop. This would be cost effective and simple solution without removing much needed parking spaces or having a bus stop near a busy pedestrian crossing. You could also benefit by having a limited bus stop outside the Community Centre. Then potentially just the Salvation Army stop could be extended or you split the stops. There doesn't seem to be another idea on the table for the North of Miramar Ave stop.

This would mean potentially keeping the existing bus stops on Park road. We also reiterate and remind you that it was decided that when the public toilets were built a few years ago they were built to be near the busses. They weren't built on the corner of Stone Street and Miramar Ave because the buses were never going to stop there – we were assured of that. If WCC passes this resolution then it is going back on what was decided a few years ago. We have yet to see any traffic or safety reports.

**Submitter:** Hemant Patel on behalf of Select One  
**Address:** Unknown  
**Agree:** No

The current bus stop near the park road shops is very conveniently located as it is in a central location which can be accessed by locals very easily. It is also in close proximity to all the Miramar schools, this means children do not need to walk far without parental consent and without crossing too many roads. Having it on Park road also helps to justify the renovation and immense resources spent on the refurbishment of the Park road bus stop. The toilets were even moved in order to make the bus stop better. If the bus stop were to move on to Miramar avenue this means that the main street would become even more flooded with foot traffic. The main street is already busy enough with cars turning into the supermarket and other various shops which makes walking along the street more unsafe. The thought of children running around and the elderly trying to catch the busses along these busy street does not sound like the best idea as many people already struggle to cross streets around there and people running for late busses will further increase this risk.

**Submitter:** Stefanie Bell  
**Address:** 155 Maupuia Road, Miramar  
**Agree:** No

Your rationale that bus stops currently are confusing for customers is rubbish – it couldn't be clearer and more convenient for everyone because it works as it is. Situating all the bus stops and all the buses in one hub street at bus stops located almost at pedestrian crossings will jam up the Miramar town centre. Passengers alighting buses will pour across the crossings, narrowed street because 3 or 4 buses are stopped will make the centre of Miramar Avenue a gridlock. Add tour buses, petrol tankers, supermarket trucks, cyclists on the fancy new cycle lane and traffic lights jamming everything to a standstill. What an insane proposal and how is it any safer or more convenient for anyone? This is ad-hoc and not thoughtful planning – we will not get Wellington moving this way.

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### Officer's Response:

Responding to the general themes:

#### Choice of Location.

These two bus stops are the Miramar Hub. This is the main connection point for local services to join the high frequency number 2 route. The proposal to site the stops at these locations is to ensure there is space to provide an enhanced passenger waiting environment. This would be difficult to achieve on the South side of Miramar Ave between the library and Stone Street because of the numerous vehicle entrances. On The North side the bus stop is proposed to be moved from outside the Salvation Army Family Store to better connect with Miramar town centre.

There is no proposal to move the bus stops by Tauhinu Road as part of this proposal.

#### Parking

There is a net gain of 5 car parking spaces as a result of the proposal. New car parks will replace the discontinued bus stops on Park Road and Miramar Ave outside Holy Cross church. The carparks on Park Road, while not directly outside Craigs Chemist, are in close proximity and will complement the other carparks in the adjacent street parking area. There is an opportunity to provide additional car parking on the Stone Street frontage of UniChem Pharmacy (Peninsula Medical Centre) if the loss of car parking proves to be problematic but this is not proposed at this point.

#### Traffic

The proposal will not significantly increase traffic in Miramar Ave. While it is true the number of buses using the area increases this is not significant compared to the current volume of traffic. The increase in the number of buses is a consequence of local services accessing the area to meet more frequent services to and from Miramar. This will provide a better level of service for all users.

#### Safety

Locating the bus stops ahead of the pedestrian crossing is not unsafe in this instance because the points at which pedestrians enter the road have been built out and afford good visibility for pedestrians. This is common practice throughout the city and has proven to work well.

#### Future Development of the Area

The proposed position of the bus stops is consistent with the future development plans for Miramar Ave. While modifications may need to be made in future to accommodate any changes to these plans such as kerb lines and the introduction of cycling facilities these can be managed at these sites. In the meantime the proposed locations will best suit the planned changes to the bus network.

## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 163-17

**Location:** Alexandra Road - Mount Victoria

**Proposal:** To formalise two new bus stops on Alexandra Road, Mount Victoria adjacent to the access to Wellington SPCA at 140 Alexandra Road.

**Information: Background**

In 2015 Wellington SPCA made a submission to Regional Transport Committee requesting a bus stop be installed adjacent to the access to the SPCA Community Centre at 140 Alexandra Road.

In the submission the SPCA reported the results of their staff / volunteer engagement survey. This survey suggested that the lack of travel options was an issue given the alternatives were either to drive, take a taxi or walk because Alexandra Road has no footpath and the track from Newtown has no lighting. The SPCA further contended that the provision of a bus stop would assist in alleviating the shortfall in parking in the area.

Greater Wellington Regional Council has since considered service options, as part of the Wellington City bus network and services review, for a service running past the SPCA on Alexandra Road. Overall the review considered providing a more flexible service, encouraging more people to choose the bus for their daily travel, and creating more demand and less congestion.

As a result it is proposed that Alexandra Road will be served, from mid-2018, by the new route 20 linking Wellington, Mt Victoria and Kilbirnie. This route will provide a local bus route connecting the Mt Victoria summit and SPCA to Courtenay Place and Kilbirnie.

The planned frequency of the route is:

|                        |                      |
|------------------------|----------------------|
| <b>Weekday Peak</b>    | Bus every 30 minutes |
| <b>Weekday Daytime</b> | Bus every 60 minutes |
| <b>Weekday Evening</b> | Bus every 60 minutes |
| <b>Saturday</b>        | Bus every 60 minutes |
| <b>Sunday</b>          | Bus every 60 minutes |

**Proposed Changes**

It is proposed to install two new bus stops on Alexandra Road, Mount Victoria adjacent to the access to Wellington SPCA at 140 Alexandra Road.

GWRC will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network

## PROPOSED TRAFFIC RESOLUTION

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going live in July 2018.

### Consultation

As part of developing the proposal, Greater Wellington has remained in contact with the SPCA and confirm the location of the bus stops address their original request. The current proposal to locate two bus stops adjacent to their facilities is supported by them and provides a convenient, safe location to serve their needs in the area.

### Key dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 10 November 2017 |
| 2) Feedback period closes.  | 24 November 2017 |
| 3) Report sent to City Strategy Committee for approval.                     | 7 December 2017  |
| 4) Feedback may result in further consultation or amendment as appropriate. |                  |

### Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

| <b>Column One</b>     | <b>Column Two</b>      | <b>Column Three</b>   |
|-----------------------|------------------------|---|
| <b>Alexandra Road</b> | Bus Stop, at all times | East side commencing 10m north of the northern kerb line of the entrance to the "SPCA" car park (Grid Coordinates x= 1749695.9m, y= 5425625.4m) and extending in a northerly direction following the eastern kerb line for 15m.   |
| <b>Alexandra Road</b> | Bus Stop, at all times | West side commencing 16.7m south of the southern kerb line of the entrance to the "SPCA" car park (Grid Coordinates x= 1749667.4m, y= 5425598.2m) and extending in a southerly direction following the western kerb line for 15m. |

Prepared By : Stephen Harte

(Implementation Manager Network Improvements)

Approved By : Steve Spence

(Chief Transport Advisor)

Date: 24/11/17

No feedback was received for this traffic resolution.

### WCC Contact:

Lindsey Hill  
**Project Co-ordinator**  
 Transport Group – Network Operations  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 4 803 8753  
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## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 164-17

**Location:** Strathmore Avenue, Raukawa Street and Monorgan Road - Strathmore Park

**Proposal:** To provide new bus stop locations on Strathmore Avenue, Raukawa Street and Monorgan Road, Strathmore Park as part of Wellington's new bus service network.

**Information: Background**

Currently bus services in Strathmore Park travel on Monorgan Road, bypassing Strathmore Avenue. As part of the consultation for the new Wellington bus network, Strathmore Park community advocated for the bus route to travel along Strathmore Avenue, improving access for residents, as well as providing access to the Strathmore Park Community Centre.

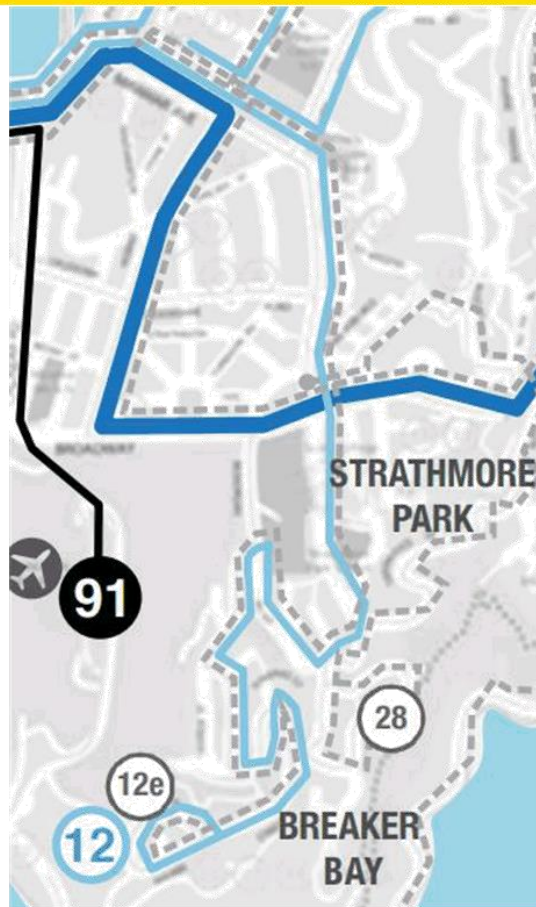
In the new Wellington bus network, Strathmore Park will be served by local routes 12 and 12e. The high frequency route 2 also runs every 10 minutes on nearby Broadway.

The planned frequency of routes 12 and 12e are:

|                        |   |
|------------------------|---|
| <b>Weekday Peak</b>    | Bus every 15 minutes                                  |
| <b>Weekday Daytime</b> | Bus every 30 minutes                                  |
| <b>Weekday Evening</b> | Bus every 15-30 minutes                               |
| <b>Saturday</b>        | Bus every 30 minutes day time and 60 minutes evening. |
| <b>Sunday</b>          | Bus every 60 minutes.                                 |

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**Proposed Changes: Strathmore Avenue**

Three new bus stops are required on Strathmore Avenue in order to extend bus accessibility to residents in Strathmore Avenue and neighbouring streets such as Glamis Avenue, Kinghorne Street, Elphinstone Avenue and Tannadyce Street. The bus stop near Elphinstone Avenue provides access to the Strathmore Park Community Centre, specifically requested by the community during consultation. The location of this bus stop is still under consultation, and will be the subject of a report at a later date.

Changes on Strathmore Ave also propose the relocation of the morning school bus drop off to opposite Kahurangi School. This will improve access for students, as well as providing more parking near

## PROPOSED TRAFFIC RESOLUTION

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Strathmore Park Kindergarten. The relocated bus stop will be time restricted to enable school buses to drop students off in the morning only and provide local parking thereafter. An existing school bus stop, outside Kahurangi School, will remain a full time bus stop.

These proposed changes will result in a net parking loss of 10 parking spaces in the area. Albeit 2 car parking spaces will be returned for general use after 9.30am.

### Consultation

GWRC has consulted on three options for a bus stop pair at the northern end of Strathmore Avenue. The initial option (proposed to minimise the loss of parking), using existing school bus stops outside Kahurangi School and Strathmore Park Kindergarten was withdrawn after objections were received from both the school and kindergarten, as well as nearby residents.

GWRC then took a second proposal to the community, which involved new bus stops outside 40-46 and 37 Strathmore Avenue. This proposal received responses both in support and against the bus stops.

GWRC then took a third proposal to the community, which involved new bus stops outside 31-33 and 32-34 Strathmore Avenue. This proposal received seven responses in favour of the bus stops, with just one resident objecting the proposal, citing issues with parking.

As part of this consultation, GWRC has agreed to relocate the current school bus stop outside the kindergarten (50A Strathmore Avenue) to opposite the school entrance (at 70 Strathmore Avenue). This will result in students being dropped opposite the school gate (instead of the current 120m walk), and provides more parking at the northern end of Strathmore Avenue where the new service bus stops are proposed to be located.

This proposal received one response in favour of the school bus stop, with the addition of support from Kahurangi School and Strathmore Park Kindergarten.

It has been agreed with Kahurangi School that the relocated school bus stop will be time limited to 8.30am to 9.00am, Monday to Friday's, during school term only. The bus stop currently located on the same side of the road as the school will remain as a full time bus stop to allow for chartered school buses during the school day, and afternoon school bus trips.

GWRC will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

**PROPOSED TRAFFIC RESOLUTION**

**Proposed Changes: Raukawa Street and Monorgan Road**

Two new bus stops are required, one in Raukawa Street and another on Monorgan Road in order to provide accessibility to residents in Monorgan Road. These will be required when the new bus route travels down Strathmore Avenue, instead of Monorgan Road. Residents on Monorgan Road will have the option to walk south to routes 12 and 12e, or north to Broadway to the high frequency route 2.

**Consultation**

Greater Wellington has consulted on two options for a bus stop pair near the intersection of Raukawa Street and Monorgan Road. The initial option (avoiding the busy Monorgan Road), placed both bus stops on Raukawa Street, received one objection.

Greater Wellington then took a second proposal to the community, which involved one bus stop on Raukawa Street and one bus stop on Monorgan Road. This proposal received two responses in favour of the bus stops, with one resident in favour if minor changes were made. The current proposal shows the Raukawa stop moved uphill to address this concern.

Greater Wellington will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

**Key dates:**

- 1) Advertisement in the Dominion Post Newspaper 10 November 2017
- 2) Feedback period closes. 24 November 2017
- 3) Report sent to City Strategy Committee for approval. 7 December 2017
- 4) Feedback may result in further consultation or amendment as appropriate.

**Legal Description:**

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

| <b>Column One</b>        | <b>Column Two</b>      | <b>Column Three</b>  |
|--------------------------|------------------------|--|
| <b>Strathmore Avenue</b> | Bus Stop, at all times | West side commencing 194m south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752345.7m, y= 5423407.5m) and extending in a southerly direction following the western kerb line for |

**PROPOSED TRAFFIC RESOLUTION**

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15m.

|                          |                        |  |
|--------------------------|------------------------|--|
| <b>Strathmore Avenue</b> | Bus Stop, at all times | East side commencing 243m south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752358.8m, y= 5423364.0m) and extending in a northerly direction following the eastern kerb line on Strathmore Avenue for a distance of 15m. |
|--------------------------|------------------------|--|

|                          |   |   |
|--------------------------|---|---|
| <b>Strathmore Avenue</b> | Bus Stop, 8.30-9.00am, Monday to Friday, School Term only | West side commencing 198m north of Elphinstone Avenue (Grid Coordinates x= 1752350.8m, y= 5423206.8m) and extending in a southerly direction following the western kerb line for 11.5m. |
|--------------------------|---|---|

|                       |                        |  |
|-----------------------|------------------------|--|
| <b>Raukawa Street</b> | Bus Stop, at all times | West side commencing 67m southwest of the prolonged western kerb line of Monorgan Road (Grid Coordinates x= 1752105.7m, y= 5423162.6m) and extending in a southerly direction following the western kerb line for 15m. |
|-----------------------|------------------------|--|

|                      |                        |  |
|----------------------|------------------------|--|
| <b>Monorgan Road</b> | Bus Stop, at all times | West side commencing 28m south of the prolonged southern kerb line of Raukawa Street (Grid Coordinates x= 1752149.8m, y= 5423158.6m) and extending in a southerly direction following the western kerb line for 15m. |
|----------------------|------------------------|--|

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

| <b>Column One</b>        | <b>Column Two</b>      | <b>Column Three</b>   |
|--------------------------|------------------------|---|
| <b>Strathmore Avenue</b> | Bus Stop, at all times | West side, commencing 274 metres south of its intersection with Broadway and extending in a southerly direction following the western kerbline for 12 metres. |

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

| <b>Column One</b>        | <b>Column Two</b>         | <b>Column Three</b>  |
|--------------------------|---------------------------|--|
| <b>Strathmore Avenue</b> | No Stopping, at all times | West side commencing 179m south of the prolonged southern kerb line of |

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|                          |                           |   |
|--------------------------|---------------------------|---|
|                          |                           | Broadway (Grid Coordinates x= 1752345.4m, y= 5423392.0m) and extending in a southerly direction following the western kerb line for 7m.   |
| <b>Strathmore Avenue</b> | No Stopping, at all times | East side commencing 228m south of the prolonged southern kerb line of Broadway (Grid Coordinates x= 1752356.8m, y= 5423379.5m) and extending in a northerly direction following the eastern kerb line for 15m. |
| <b>Strathmore Avenue</b> | No Stopping, at all times | West side commencing 198m north of Elphinstone Avenue (Grid Coordinates x= 1752350.8m, y= 5423206.8m) and extending in a northerly direction following the western kerb line for 10m.                           |
| <b>Strathmore Avenue</b> | No Stopping, at all times | West side commencing 182m north of Elphinstone Avenue (Grid Coordinates x= 1752350.5m, y= 5423194.5m) and extending in a southerly direction following the western kerb line for 8m.                            |

Note: The proposed traffic changes will take effect in 2018 prior to the introduction of the new bus service network. Until then the existing traffic restrictions will remain in place.

Prepared By : Stephen Harte  
Approved By : Steve Spence  
Date: 24/11/17

(Implementation Manager - Network Improvements)  
(Chief Transport Advisor)

### WCC Contact:

Lindsey Hill  
Project Co-ordinator  
Transport Group – Network Operations  
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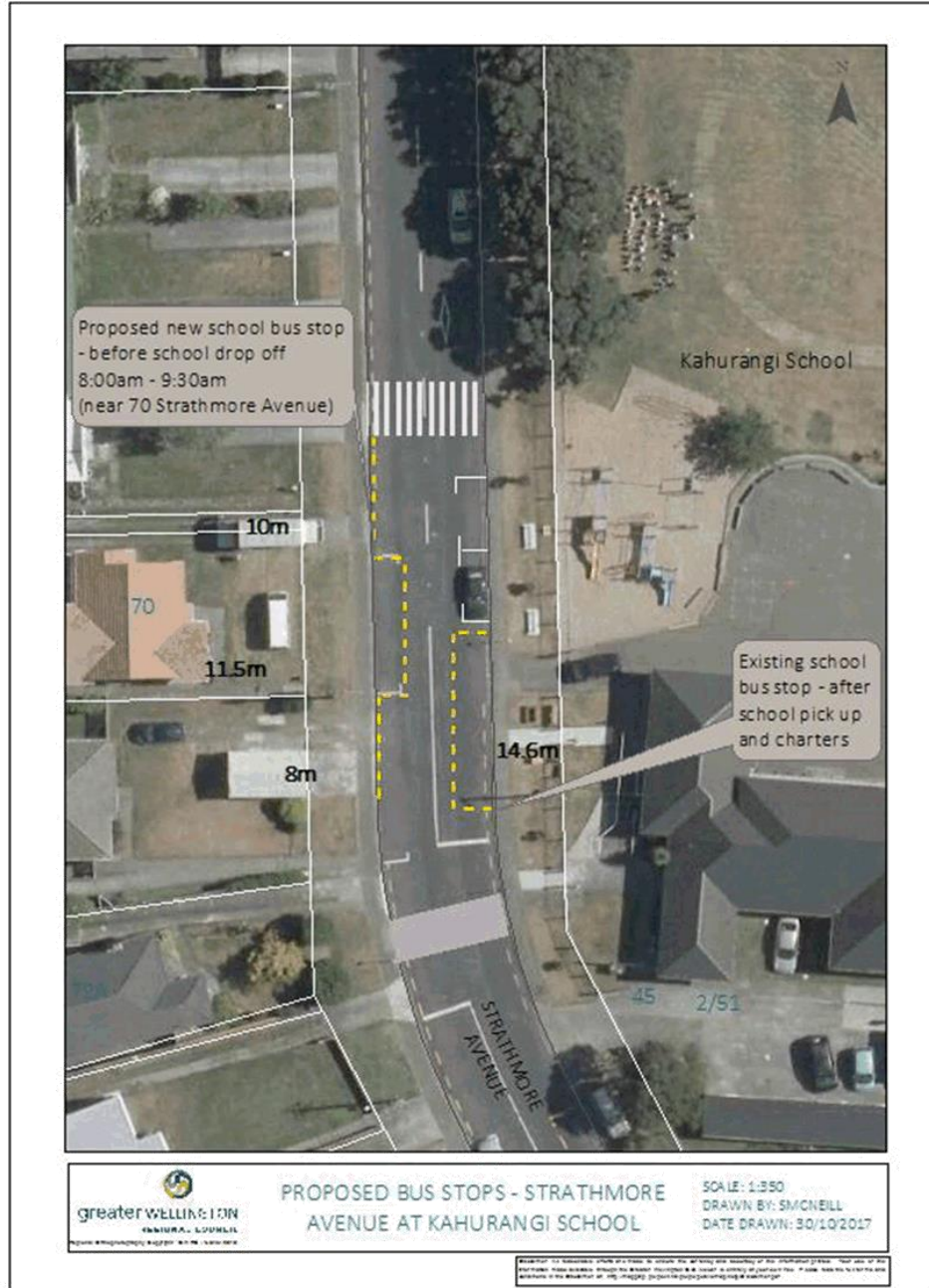
Strathmore Avenue near 33 and 34





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Strathmore Avenue opposite Kahurangi School



**Item 5.2 Attachment 4**



## PROPOSED TRAFFIC RESOLUTION

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### Feedback Received:

**Submitter:** Charlotte Sherman  
**Address:** Walden Street, Strathmore Park  
**Agree:** No

I have concerns about the new bus stop to be introduced on Monorgan Road (West side commencing 28m south of the prolonged southern kerb line of Raukawa Street). Monorgan Road is particularly busy during school drop off hours, and parking is at a premium during Scots College term time. Whether or not school is in session, when cars are parked on the Eastern side of Monorgan Road (particularly outside Scots College, but also down towards Walden Street), the road effectively becomes a one way street. Introducing buses to the West side of Monorgan Road will make this an even tighter squeeze: - when a bus parks at the proposed bus stop, traffic will be unable to move in either direction. - when a bus seeks to make the tight left turn onto Raukawa St (as per the proposed bus route changes), buses will likely have to swing out into the oncoming lane to make the turn. Some options to minimise disruption and improve safety: 1) move the stop entirely, but cutting in to the Monorgan/Raukawa Street grass kerb, and creating a nice roomy bus stopping area. The kerb is currently unused (bollards have been/are being introduced to stop Scots students parking on it). This would move the bus stop away from the Monorgan/Raukawa intersection, which can be very busy. 2) if the stop cannot be moved, consider introducing yellow lines opposite the proposed bus stop, to ensure that there is at least one free lane at all times. 3) If school students are to be crossing the road from this bus stop, it would also make sense for a pedestrian crossing to be introduced somewhere near by. Thank you.

**Submitter:** Mike Hansen  
**Address:** 1 Monorgan Road, Strathmore Park  
**Agree:** No

I feel that the proposed changes are great for the Strathmore community but feel that further consideration needs to be made as to the location of the proposed bus stop on Monorgan road. The current proposed site is not fit for the below reasons: - There is no pedestrian access eg. no footpath -It will be unsafe for passengers loading and unloading. This will impact on the students that may catch the bus as there is no pedestrian crossing nor is there space on the verge to load onto the bus. -The site is opposite a school which has staff and parents parking on the left hand side of the road already making Monorgan road not wide enough for two cars. Adding a bus stop will further escalate the congestion. Suggestions: - Use the current bus stop site at number 44 Monoragn road which is no more than 40m up the road where it is safe to load/unload and is near houses. - Create a layby on the corner of Raukawa street and Monorgan road for the bus to pull in and which will provide safe loading and unloading of the bus as well as freeing up the road for cars to pass. This will also prevent further any cars being parked on the grass as this is a concern by the WCC. I see no reason that the proposed site has any benefits to the local community as there are no residents that live on that side of the road nor is there a safe way to cross at that point. I feel that residents would rather walk a further 40m and cross safely than risk crossing the road each time they wish to catch the bus. I would request that a site meeting is completed at various times of the day eg. 8:30am, 12:20pm, 3:15pm to see the congestion on Monorgan road presently before a bus stop is located at the proposed site. I am happy to talk to anyone about the above or present my objection. Regards Mike Hansen Scots College Principal Prep School.

**Submitter:** Libby Carson on behalf of Scots College Parents' Association  
**Address:** Not given  
**Agree:** No

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Thank you for the opportunity to provide us with a forum to give feedback on your proposed initiatives for Monorgan Road.

I represent the Scots College Parents Association and in conjunction with the College, I wish to extend on behalf of our group our most fervent objection to the installation of a bus stop directly across from our Preparatory School on Monorgan Road.

Whilst we applaud the extension and improvement of public transport services in a city that already provides an exceptional service, we are concerned about the safety concerns for our young students, staff and visitors to the Preparatory School at Scots College.

Last year we met with representatives from the Wellington City Council to discuss a number of valid concerns we had around the changes to parking spaces in Monorgan Road, namely the grassed hill area directly opposite the school. Parents and caregivers had been using this space for some time as a safe parking area to allow them to park, walk across the road and deliver or pick up their charges during the school term. This area also became a safe overflow area for parking when the College was holding larger events for the wider school. With the removal of the option to park on this hill, parking around the area has become a critical issue for all concerned.

Scots College is not a "community" based school whereby the students all come from within the direct vicinity of their grounds and because of this there is a higher volume of vehicles coming to and from the school. We also note that we are not the only school in the area affected on Monorgan Road as a number of students at the neighbouring Kahurangi School come through Scots College to cross over Monorgan Road to head up to Raukawa Street. These students too are at risk and with more and more cars parking on blind corners there are often close calls with these youngsters running across the road as there are no defined safe places to cross. The staff at the Prep School of Scots College do their best to patrol the

layby area at end of the school day but irrespective of their diligence they cannot control what happens on the road.

At the present time, parking is continuing up Monorgan Road (often on a blind corner) and up Raukawa Street (where cars are being parked on the footpath as buses are challenged with a narrow road space between the traffic islands and the kerb). The parking spaces are used all day by staff and students (as you may appreciate there is limited parking in the whole area) and often by people using the airport facilities. Add to that the morning drop off and afternoon pick ups and this area is beyond capacity and with the addition of a bus stop and large buses in this area we believe the congestion will be untenable.

The southern end of Monorgan Road where you have proposed the bus stop to be installed is narrow and with cars parking - lanes are reduced to 1 1/2 lanes - not two full lanes. Cars often have to give right of way to northbound and southbound traffic and the congestion at peak times means cars, buses and school shuttles are often backed up down Monorgan Road. Added to this the congestion at the Monorgan and Broadway intersection (for cars not turning left into Broadway) can result in delays of up to 15 minutes at times (a matter which was discussed with the WCC delegation last year).

Additionally there are no pedestrian crossing, judder bars or appropriate signage on Monorgan Road to indicate there is a school or that there are children crossing - which adds to the danger elements posed to our younger children. There have been a number of our students hit by cars as they've dashed out into traffic between park cars and a large number of near misses - because there is no safe way to cross this road without an adult present (and with adults not being able to find parks, the confusion and anxiousness

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
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increases exponentially).

There is already a bus stop on Monorgan Road on the northern side of Raukawa Street - could this be turned into a more permanent type of bus stop? At the time of the visit from the WCC and Council representatives we were presented with the options of introducing judder bars and flashing school signs to try to slow down the traffic (there are multiple times during the day when cars are streaming past the Prep School well in excess of the speed limit).

In summation, we join our colleagues at Scots College with their suggestion that you visit with us at the College at the peak times, 8.15-8.45am; 12.20-12.40pm; and 3.00-3.45pm to see how the congestion affects the safety of our children, staff and parents.

We would be happy to meet with your team again to discuss options that may be mutually beneficial for everyone using this crowded space.

**Submitter:** Pui-See Shadwell  
**Address:** Not known  
**Agree:** No

Traffic travelling down this road is very fast and narrow along this section of road, I already find crossing this section of the road dangerous already without adding a bus that will restrict the view upon crossing when the bus being stationary to pick up/ let off passengers. Many young children cross the road without caregivers and I think more people will be placed at risk. Congestion on this stretch of road is bad after 3pm and many cars drive too fast past the school. This will make the current situation with traffic even worse as drivers will take risk to overtake the bus and not be aware a young child might take the chance to cross the road as well.

**Submitter:** Wendy Wilson  
**Address:** 4 Quetta Street, Ngaio  
**Agree:** No

Monorgan Road is already a very 'narrow carriageway' and adding a bus stop even if left unmarked will add further to the congestion. This will create an additional traffic hazard in front of a primary school and impact on the safety of children. Monorgan Road needs to be widened. Perhaps a designated layby bustop could be installed as the council has recently done on Old Hut Road where a new layby bus stop has been installed beside the pedestrian/cycle track.

**Submitter:** Gemma Coe  
**Address:** 45 Strathavon Road, Miramar  
**Agree:** No

This stop is opposite the Prep school which my child attends and the road is already busy with parents and carers dropping off and picking up their children at the start and end of the day. My concern is regarding the increase of traffic and the backlog of cars on that stretch of road when the bus is stopping. I understand the need for a bus service as it does reduce the amount of traffic on the roads, but this stop is not suitable in its current location.

**Submitter:** Catherine Usher  
**Address:** 85 Seatoun Heights Road, Seatoun  
**Agree:** No

## PROPOSED TRAFFIC RESOLUTION

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I use this road every week day as my children attend Scots College. It is already a narrow and difficult road at the proposed area for this bus stop. Discussions are already underway to try and improve this dangerous piece of roading including the lack of signage, speed bumps and pedestrian crossings. The last thing this area needs is a bus stop causing more congestion and safety issues in this area. Please look again into placing both bus stops on Raukawa Street and not on Monorgan Road.

**Submitter:** Justine Moore  
**Address:** 40A Volga Street, Island Bay  
**Agree:** No

I don't agree with the proposed bus stop on Monorgan Rd. This is a very busy area pre and post school, already very tight when cars are parked and passing each other. The speed of vehicles on that road is also a concern. And there is no clear visuals to cross the road and access the bus safely. Too many risks to implement this safely.

**Submitter:** Robyn Walker  
**Address:** 8 Ashleigh Crescent, Miramar,  
**Agree:** No

I do not agree with placing a bus atop opposite the Scots College school. The road is too narrow at that point and traffic too busy along that road. There is no where safe for people to stand while waiting for a bus in the proposed location.

**Submitter:** Paige Tompkin  
**Address:** 47 Dundas Street, Seatoun  
**Agree:** No

Monorgan Road - A bus stop located directly outside an established school, where there is already known and recorded congestion with recorded concerns with WCC over children crossing this road is not appropriate. The proposed bus stop location needs to be reassessed in terms of the width of the current road, current street parking and the known

congestion at peak school drop off times in the mornings and afternoons. The location of the bus stop will create more issues than the benefit of locating it on that road. This is also not a bus service that will directly benefit the children and request the proposed location is reconsidered. Thank you.

**Submitter:** James Gould  
**Address:** Not known  
**Agree:** No

I disagree with the proposal to put a bus stop on the northbound side of Monorgan Road directly opposite the Scots College Prep School. The road here is very narrow already and adding a bus stop will be likely to compromise school children safety. I believe there is already a bus stop a short distant north outside 44 where the road is wider.

**Submitter:** J Kara  
**Address:** 35 Strathmore Avenue, Miramar  
**Agree:** No

We are writing in regards to your proposal, of wanting to put a bus stop next to our residential property. Our reply in response is simply "NO" and will always be "DECLINED"! Having bus stops along this street (Strathmore Avenue), is only going to cause or create a

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

lot of traffic congestion and problems!!! So just to be clear, residents here don't have any "Traffic Issues". Things here are fine as they are. There are kindergartens, and a primary school along the entire street. And your idea of bus stop making is just an accident waiting to happen! There is no real reason to create them as we have bus stops everywhere around the whole of Strathmore!!! So stop asking for our consent. Stop job creating and thinking about making Wellington a better place, especially when its all about money ventures and market promotion of advertising to look good! Here's a better solution, use the 28 bus as full time! And if anything, get Strathmore off Meth, drugs, alcohol and make sure children are SAFE!!! Bus stops aren't going to save them especially if children aren't free on buses! So go back to your drawing board and start again. And I must say, you people obviously didn't care about my last letter I sent you. Ask Sarah McNeil? Perhaps you all better do your home work and just because you don't live here, doesn't mean you shouldn't care. Understand a jobs a job, but don't be in it for just a paycheque!

**Submitter:** Glenn Kingston on behalf of Progressive & Beautification Association Inc.  
**Address:** 108 Strathmore Avenue, Strathmore Park  
**Agree:** No

Our Association has the following comments:- 1. Bus stop Locations - It is suggested that an additional request stop be located near to Leveson Street in each direction. This corner is a walking hub for persons living in the Sidlaw/ Leveson & Upper Strathmore Avenue vicinities. Other proposed locations are agreed & we support the inclusion of the summary of early consultation & decisions provided in the proposal. 2. We consider that 2 bus stops should be formed as laybys occupying at least 1.5 metres into the existing footpath/ berm areas. These are a) Monorgan Rd West side commencing 28m south of the prolonged southern kerb line of Raukawa Street (Grid Coordinates x= 1752149.8m, y= 5423158.6m) and extending in a southerly direction following the western kerb line for 15m, & b) The existing bus stop opposite the proposed bus stop Strathmore Avenue East side around 198m north of Elphinstone Avenue. This stop is used by the afternoon school bus and by charter buses during the day & is near to a bend in the road restricting vision of passing and oncoming traffic. From our AGM our Scots College guests (Headmaster & Junior school Principal) both agreed with the layby for the Monorgan Rd stop based on the narrow road width. This stop has no formed footpath at present & requires some design work which should be able to accommodate the suggested layby.

**Submitter:** Fleur Nixon  
**Address:** P.O.Box 359 Kilbirnie  
**Agree:** No

The area is full of small boys often without parents attempting to cross the road. Trees block views compromising safety, parents attempt u turns that end up being 96 point turns, children appear suddenly without warning from behind trees, many are carrying sports and music items making them slow and clumsy and all of this is in a narrow road. A bus stop is dangerous and unnecessary. Manners Mall is dangerous due to narrowness and a high curb and look what happens there. This road is far more dangerous. Do not place a bus stop here.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
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### Officer's Response:

#### Monorgan Road

It is proposed to indent the bus stop into the grass verge to alleviate concerns of a bus blocking the road. This will mean the bus can safely set down and pick up passengers while other traffic passes. The proposed location is still considered the most desirable to meet the public transport needs of the catchment. Other options of siting the stop on Ruakawa Street move the stop further from the catchment it will serve particular given the bus will no longer use the section of Monorgan Road between Ruakawa and Broadway. Some wider safety concerns for users of the area will be followed up with the school as part of ongoing improvements. High on the priority is to address the speed of vehicles through the area.

The removal of two service bus stops North of Raukawa Street on Monorgan Road will also provide an opportunity for more parking around Scots College.

#### Strathmore Ave

There has been extensive engagement to find the most suitable bus stop on Strathmore Ave as highlighted in the report. The proposed location is safe and has the majority of support of all options considered. It should also be noted that buses currently use Strathmore Ave as part of regular services.

A suggestion to indent the proposed bus stop opposite Kahurangi School is considered unnecessary at this point because the stop will be used for morning school drop off only before reverting to general parking thereafter. This is similar to the current arrangement.

An additional stop pair near Leveson Street is something that GWRC is happy to investigate but because of other demands at present, this will be prioritised later.



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**TRAFFIC RESOLUTION - TR130-17 MCFARLANE STREET**

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This report is not available at the time of print and will be made available under a separate cover.



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## **SUBMISSIONS AND FEEDBACK PROCESS FOR THE CYCLING CONSULTATIONS PROGRAMME**

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This report is not available at the time of print and will be made available under a separate cover.



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## 6. Public Excluded

Resolution to Exclude the Public:

THAT the City Strategy Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

| General subject of the matter to be considered  | Reasons for passing this resolution in relation to each matter  | Ground(s) under section 48(1) for the passing of this resolution  |
|---|---|---|
| 6.1 Arlington Site 1<br>Redevelopment           | 7(2)(h)<br>The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.<br><br>7(2)(i)<br>The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | s48(1)(a)<br>That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7. |
| 6.2 Strategic Housing<br>Investment Plan Update | 7(2)(h)<br>The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.<br><br>7(2)(i)<br>The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). | s48(1)(a)<br>That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7. |