
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 21 June 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
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 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.

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 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne
Toitū te marae a Tangaroa
Toitū te iwi
Taiō Pōneke – kia kakama, kia māia!
Ngāi Tātou o Pōneke, me noho ngātahi
Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.
City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!
People of Wellington, together we decide our way forward.

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 14 June 2018 will be put to the City Strategy Committee for confirmation.

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the 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.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 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.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

2. Strategy

WELLINGTON CITY COUNCIL HOUSING STRATEGY

Purpose

1. This report seeks the City Strategy Committee's (CSC's) approval of the Wellington City Council Housing Strategy and an associated Housing Action Plan.
2. If approved these documents will set the Council's long term vision and objectives for housing in Wellington, and a short to medium term work programme to contribute to the desired outcomes.

Summary

3. In December 2017 CSC was provided with advice regarding the development of a Wellington City Council Housing Strategy (Housing Strategy). The draft Housing Strategy had been developed based on extensive engagement and consultation on housing issues in Wellington, and recommendations from the Mayor's Housing Taskforce.
4. Key elements of the draft Housing Strategy included a housing vision statement, guiding principles, a strategic approach and position on the role of Council, an outcomes framework, and an approach for improving consistency of housing data and reporting.
5. CSC approved the draft Housing Strategy subject to some minor amendments. Officers were directed to undertake public consultation through the Long Term Plan and incorporate any feedback and amendments, as relevant, for final approval in June 2018.
6. Details on the draft Housing Strategy and proposed Action Plan were included in the draft 2018 Long Term Plan (LTP). Housing was one of the five key priority areas proposed in the LTP, and details on the Housing Strategy and key housing projects and initiatives were included.
7. Overall, the feedback indicated a strong level of support for the proposed strategic direction (76%), and for the key housing initiatives that form part of the Council's housing work programme. A minority of submitters did not agree with the proposed Housing Strategy (5%).
8. Key themes were identified in LTP feedback and have been addressed or incorporated into the final Housing Strategy and Housing Action Plan as relevant. For example, amendments have been made to clarify the strategic linkage required between infrastructure, transport, resilience, and housing activities. In relation to Council work specifically this means working to ensure the Resilience Strategy, Let's Get Wellington Moving, Our City Tomorrow, and the Housing Strategy are progressed in a well coordinated way.
9. To support the implementation of the Housing Strategy, work has also been progressed to develop a Wellington Housing Affordability Model (WHAM). An external review of WHAM is currently being completed and there is opportunity to link WHAM with the National Policy Statement on Urban Development Capacity modelling work.

10. Once complete, it is anticipated that WHAM will be used alongside other measures to help the Council make more informed decisions relating to the implementation of the Housing Strategy.

Recommendation/s

That the City Strategy Committee:

1. **Receive** the information.
2. **Note** that the key elements of a draft Housing Strategy were consulted on as part of the 2018 Long Term Plan consultation process. There was a strong level of public support, and feedback has been incorporated into a final Housing Strategy and a Housing Action Plan.
3. **Note** that the Housing Action Plan provides an overview of the short to medium term Council projects that contribute to the delivery of the Housing Strategy. Projects are aligned with one main outcome area, but in most cases contribute to multiple. The Housing Action Plan will be updated regularly to identify progress, key changes, and to include any new projects as required.
4. **Adopt** the Housing Strategy to set Wellington City Council's long term vision and objectives for housing in Wellington.
5. Note that a workshop will be scheduled during the first quarter of the 2018/19 financial year to workshop the proposed prioritisation and direction of the Housing Action Plan.

Background

11. Improving housing outcomes is a significant priority for Wellington City Council (the 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.
12. In December 2017 CSC were provided with advice regarding the development of a Wellington City Council Housing Strategy (Housing Strategy). A draft Housing Strategy had been developed based on extensive engagement and consultation on housing issues in Wellington, and recommendations from the Mayor's Housing Taskforce.
13. The draft Housing Strategy included three key elements:
 - **Guiding Principles** that included Council taking a leadership role where possible, and establishing partnerships with central government and other housing sector stakeholders to improve housing outcomes in Wellington.
 - Confirmation 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

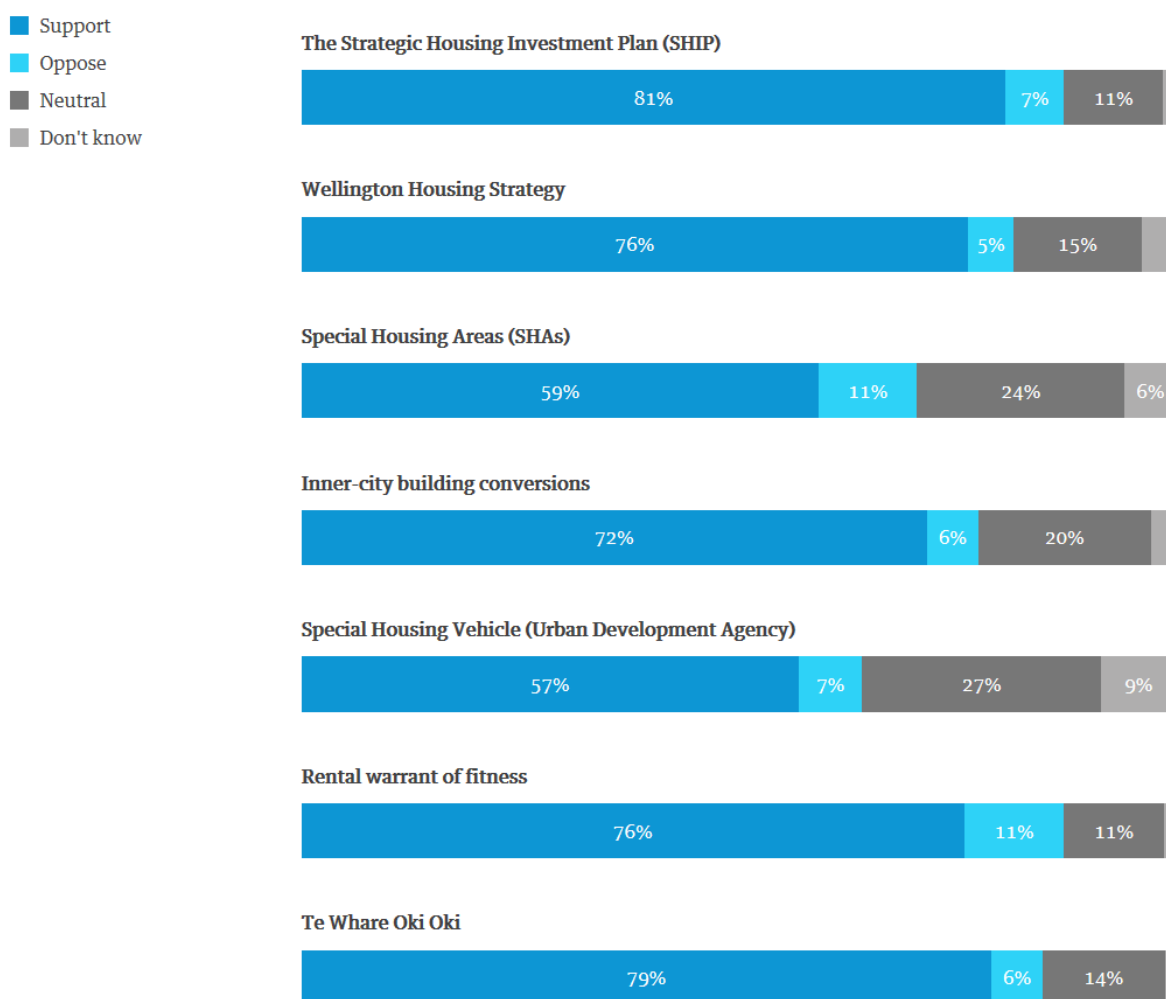
homes in Wellington; and ensuring the housing system supports sustainable and resilient communities.

14. CSC approved the draft Housing Strategy subject to a few minor amendments and to undertake public consultation through the Long Term Plan and incorporate any feedback and amendments, as relevant, for final approval in June 2018.
15. CSC also noted that:
 - current and planned Council housing priorities and projects were being mapped against the proposed housing outcomes framework to provide the basis of a work programme (the Housing Action Plan)
 - details of the new coalition government housing priorities and policies were still emerging and needed to be considered in relation to the draft Housing Strategy and during the development of the Action Plan.

Discussion

Feedback from consultation

16. Details on the draft Housing Strategy and proposed Action Plan were included in the draft 2018 Long Term Plan (LTP). Housing was one of the five key priority areas proposed in the LTP.
17. Public consultation on the the LTP took place between 15 April 2018 and 15 May 2018. Of the 2,051 submissions received, 72% agreed with spending more on the priority areas. 24% said that housing was the top priority for Council, and overall housing was ranked as the third top priority for Council.
18. There was significant feedback on housing. 1,677 submitters responded to the LTP question regarding support for the Housing Strategy specifically.
19. A minority of submitters did not agree with the proposed Housing Strategy (5%). Comments indicate that this is generally because they did not believe it is Council's role to address housing need – either because they thought this is the role of central government; they did not think ratepayer funding should be used for housing projects; and/or because they did not believe the Council was adequately skilled and/or resourced to do so.
20. However, overall, the feedback indicated a strong level of support for the proposed strategic direction (76%), and for the key housing initiatives that form part of the Council's housing work programme.



Source: <https://10yearplan.wellington.govt.nz/have-your-say/what-weve-heard/>

21. Of those that made comments regarding the Housing Strategy, 12% were unfavourable, 23% were favourable with some changes, and 65% were favourable.
22. A number of themes relating to different elements of the draft Housing Strategy have been identified following analysis of the submissions. Key examples and officer comments on those are outlined in the following table.

Theme	Comment
It is important to show the linkages and interdependencies between housing, infrastructure, and transport. The city's resilience and growth can only be well managed if these elements are considered in relation to one another.	<p>The Housing Strategy has been amended to clarify the strategic linkage required between infrastructure, transport, resilience, and housing activities.</p> <p>In relation to Council work specifically this means working to ensure the following strategies and associated work programmes are well connected with the Housing Strategy:</p> <ul style="list-style-type: none"> • The Resilience Strategy • Let's Get Wellington Moving

	<ul style="list-style-type: none"> • Our City Tomorrow <p>An appropriate governance structure is currently being considered to oversee the implementation of the Housing Strategy. The remit will include maintaining oversight of the linkages and implications between the Council's key strategic work programmes.</p>
<p>The role of Council and key definitions need to be clearer. For example the definition of affordable housing, and clarifying where transitional housing features in the housing continuum.</p>	<p>The Housing Strategy sets a housing vision for the city, and four desired outcome areas. To achieve these, the Strategy identifies a more proactive role for the Council across more elements of the housing continuum.</p> <p>However, Council cannot achieve the outcomes alone. A number of other stakeholders, including central government, the private sector, and a range of non-government organisations and advocacy groups are also required for the successful realisation of the vision.</p> <p>The strategy acknowledges that partnerships between key stakeholders are important for outcomes to be achieved efficiently and effectively.</p> <p>The Housing Strategy has been updated to include a section on the role of Council. This notes that the specific role Council takes can vary across projects, and can include being a decision maker, regulator, housing provider, infrastructure provider, catalyst, facilitator, or advocate.</p> <p>Key definitions relating to the housing continuum have also been added.</p>
<p>General acceptance that more housing is needed but that urban sprawl and increased density need to be carefully managed.</p>	<p>Wellington's challenging topography and limited supply of land for greenfield housing means that the City's urban form will continue to intensify as the population grows.</p> <p>It will be important that we manage the demand for affordable, good quality, and modern housing while enabling opportunities for the re-use and development of our current housing stock. The business and housing demand modelling work, which gives effect to the National Policy Statement for Urban Development Capacity, will help drive a lot of the decisions that the Council will need to make.</p> <p>We will use the reviews of the Wellington Urban Growth Plan (2015) and the District Plan to engage with our community and decide the most appropriate future direction for the City whilst also balancing other city-wide initiatives such as city resilience and climate change.</p>

Accessibility needs should be more explicitly acknowledged and addressed in the Housing Strategy.	Accessibility permeates the Housing Strategy, including the guiding principles and outcome areas one, three, and four. These outcomes in particular will require consideration and action relating to specific population groups with particular needs and/or that are vulnerable. This includes those with accessibility needs.
Vulnerable groups need more targeted housing solutions. For example renters generally, Māori, Pacific Islanders, students, and those with disabilities and/or special needs.	Outcome areas one, three, and four will require consideration and action relating to specific population groups with particular needs and/or that are vulnerable. As part of ensuring decisions reflect the housing need in Wellington, key gaps and pressures for vulnerable groups will need to be better understood and addressed by Council and other stakeholders.

23. There were also a significant number of responses relating to specific housing projects that form part of the Housing Action Plan. This feedback, which was mostly of a supportive nature, is being considered as projects are further developed and progressed.

Wellington Housing Affordability Model

24. In December 2017 CSC was advised that a key component of ensuring Wellington has a well-functioning housing system is ensuring that more homes in Wellington are affordable.
25. To help implement the Housing Strategy the Council needs to have an understanding of how to answer a number of key questions relating to housing affordability.
26. The following table outlines three of these key questions and why they are important in the context of the Housing Strategy.

Affordability question	Why this is important
Who is this affordable for?	Implementing the Housing Strategy means the Council is more involved in housing development and, for example, is approached or working with developers on housing proposals that include housing set at a particular rent or purchase price point. By answering this question Council will be able to understand what the lowest household income required is to own or rent homes at a particular price point.
What is affordable for a particular population / target group?	Focus can be on addressing or understanding the housing needs of a particular target group/ population segment. By answering this question Council can understand in more detail what an affordable situation looks like specifically for that group, noting that affordability looks different for different households depending on their composition and income level.

<p>How affordable is a particular rental or purchase price for a particular population / target group?</p>	<p>There can be situations where the price point of housing is known (for example if a developer has submitted a proposal with housing prices known) and the target market is known (including size, composition, income level) and there is an expectation or proposal that the housing will be used to meet the needs of that specific group.</p> <p>By answering this question we will be able to understand to what extent it is affordable (or not) and be able to quantify by how much. This then enables Council to determine if there are levers that could be considered to bridge any gaps, or if the gap is too big (and therefore it is not possible for Council).</p>
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27. To address these questions officers have been developing a Wellington Housing Affordability Model (WHAM) that is complementary to other housing affordability measures, but that can be used to help target resource in a local context.
28. The key objective of WHAM is to provide a flexible tool that can be used in relation to rental and ownership options, and to answer the key questions identified in paragraph 26. 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.
29. There are four key elements of the high level methodology for WHAM:



30. This has been used to develop a working WHAM model, which consists of a series of calculations and formulas to determine what can be considered affordable for a range of different household segments. The four elements of the methodology are rearranged, in order to answer the three key questions.
31. The model uses a number of key assumptions. Of particular note is that which is used for the 'basket of goods' element of the methodology. After considering a number of options, WHAM utilises Statistics New Zealand Household Economic Survey data (filtered to Wellington City wherever possible) to inform a higher, medium, and lower basket of goods to produce an affordability range. By using a range for the input relating to household spending, WHAM has the ability to produce a range for the outputs – in effect this means that WHAM can determine if an option is very (un)affordable, (un)affordable, or only just (un)affordable for a given household type. This also helps to address subjectivity relating to living costs.

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32. Key inputs for the model include:
- Household composition (number of adults and children)
 - Household income
 - House typology (e.g. one bedroom, two bedroom)
 - House purchase price or rental cost
 - Other housing costs (insurance, rates, maintenance)
 - Kiwisaver employee contribution percentage
 - Household savings (excluding Kiwisaver)
33. Key calculations within the model include:
- Tax calculations
 - Kiwisaver contributions (personal, employer, government)
 - Kiwisaver deposit and Homestart Grant
 - Accommodation Supplement
 - Mortgage payments
 - Household living costs (based on Household Economic Survey data relevant to household size, composition, and income level)
 - Working for Families payments.
34. An external review of WHAM is currently being completed by leading economists Shamubeel Eaqub and Dr Kirdan Lees of Sense Partners. The scope includes the key components, assumptions used, inputs, methodology, key datasets, and seeking advice on how the model can be improved before it is finalised.
35. There is also opportunity to link WHAM with National Policy Statement on Urban Development Capacity modelling work.
36. Final results and advice regarding WHAM will be provided to CSC once the external review has been completed, and any relevant findings have been addressed or incorporated into the model.

Next Actions

37. CSC approval of the final Housing Strategy is sought. This consists of three components:
- Appendix One provides a one page summary of the Housing Strategy
 - Appendix Two provides the final Housing Strategy public document
 - Appendix Three provides an overview of the Housing Action Plan. This document has a short to medium term focus and will be regularly updated as projects are progressed and new projects are identified over the ten year period.
38. If approved the Housing Strategy documents will set the Council's long term vision and objectives for housing in Wellington, and a short to medium term work programme to contribute to the desired outcomes. They will be made available on the Wellington City Council website, and used to support future consultation on specific housing projects.
39. The Housing Strategy and Action Plan will also be used to support further discussions with central government on a range of housing projects and initiatives as they are progressed. This includes consultation on the Healthy Homes Guarantee Act 2017, identifying KiwiBuild opportunities and partnerships in Wellington, and to facilitate strategic and operational discussions with the new Ministry of Housing and Urban Development.

40. A monitoring and reporting framework will also be developed to support the implementation of the Housing Strategy, and to ensure CSC remain updated on progress and impact.
41. With Council's Long Term Plan due for final approval in the following week, a workshop is proposed to be scheduled during the first quarter of the new financial year to workshop the proposed prioritisation and direction of the Housing Action Plan.

Attachments

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Attachment 2.	Housing Strategy ↓	Page 18
Attachment 3.	Housing Action Plan ↓	Page 35

Authors	Julie Rushton, Best Practice Manager John McDonald, Housing Development Manager
Authoriser	Ian Pike, Manager Build Wellington David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The development of the Housing Strategy has been guided and informed by extensive consultation with a wide range of stakeholders. This has included consultation through the Mayor's Summit, a Housing Forum, the Mayor's Housing Taskforce, and engagement and consultation on a number of specific housing related issues or projects. The key elements of the proposed Housing Strategy were consulted on through the LTP and feedback has been incorporated into the final documents accordingly.

Treaty of Waitangi considerations

Treaty of Waitangi implications will be identified and addressed within the context of discrete Housing Action Plan projects as appropriate. In a more general sense, understanding and addressing the needs of Māori is an important component of achieving each of the four key outcome areas identified within the Housing Strategy.

Financial implications

No specific funding is allocated for the Housing Strategy itself, however an additional \$22.1 million of capital expenditure and \$10.7 million of operational funding (over ten years) has been allocated through the 2018 Long Term Plan process for the implementation of the Strategic Housing Investment Plan (a key project within the Housing Action Plan).

Any future funding requirements for current or new Housing Action Plan projects will be sought through normal planning processes as required.

Policy and legislative implications

The Housing Strategy will guide and influence the development and review of various Council policies that relate to housing. Specific implications will be considered within the context of the individual projects identified in the Housing Action Plan.

Risks / legal

We will undertake a risk assessment and have in place risk management practices in implementing the Housing Strategy. This will include seeking legal advice where the need arises.

Climate Change impact and considerations

Outcome area four focuses on ensuring our housing system supports sustainable, resilient and connected communities, and Outcome area three includes focus on ensuring environmental sustainability. Working to address climate change is therefore a component of the Housing Strategy, and is also acknowledged as part of the Council's Resilience Strategy.

Communications Plan

A communications plan has been prepared to manage public communications regarding the Housing Strategy.

Health and Safety Impact considered

Not applicable for the Housing Strategy, but is or will be considered within the context of individual Housing Action Plan projects as appropriate.

Our Housing Strategy

Wellington Towards 2040: Smart Capital is the Council's strategic plan for the city. Its four goals focus on collaboration, not competition, and aim to build Wellington's resilience in the face of future environmental, economic and social challenges.

Vision *All Wellingtonians well housed*

Guiding principles

We will play an active leadership role to enable housing solutions.

We will continue to build on existing partnerships with central government and communities.

We will make well-informed decisions that are strategic and co-ordinated.

Our current housing system is not equitable - we support a housing sector that looks after our vulnerable communities.

Housing is a regional market - opportunities and challenges exist across the Wellington region.

Housing has a broader context and is key to supporting a resilient and sustainable city.



Scope

We'll work with other housing stakeholders to support all parts of the housing market, including temporary housing, short and long-term rental, and home ownership.

10-year outcomes for Wellington

A well-functioning housing system

Good quality and resilient homes

Homes meet the needs of residents

Our housing system supports sustainable, resilient and connected communities

How we'll get there

Delivering on our Housing Action Plan

Central government initiatives and partnerships

Developing the housing sector in Wellington

Being easy to do business with and supporting housing initiatives led by others



Our 10-Year Plan

Wellington City Council,
Housing Strategy

2 Wellington City Council

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Part one: **Building a strategy**

Introduction

Background

Wellington was ranked the most liveable city in the world in 2017 and 2018 in a Deutsche Bank study of 50 cities. Its compact form, heritage and cultural scene make it an attractive place for people to work, live, visit and play.

Adequate housing is a key aspect of Wellington's liveability. 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. When they do, they are able to contribute to wider community outcomes, which in turn helps the city to achieve its full potential and wider socio-economic aims.

Improving housing outcomes is a significant priority for the Council.

This Housing Strategy defines the outcomes we're working towards over the next 10 years and acknowledges the important role that Council plays in leading the change required to see all Wellingtonians well housed.

The Wellington housing market is under growing pressure. Demand for social housing is high and rental costs and purchase prices for homes have continued to rise. Conversely, house sales and rental turnover have fallen and fewer houses and apartments are being built, leading to the current shortfall in supply. As a result, vulnerable households can feel the greatest pressure in a highly competitive housing market.

This scenario is set to worsen as Wellington's population is forecast to continue its steady increase. Up to 30,000 additional housing units will be required to meet the city housing needs by 2043.

Housing supply and affordability issues have been felt nationwide and while Wellington has not yet reached the crisis situation of Auckland or Queenstown, it still faces a significant challenge.

Addressing this challenge is a top priority for the Council.



Development of the strategy

Extensive analysis and consultation has been undertaken to identify what key objectives, outcomes, and opportunities exist for housing in Wellington. Council business units have led engagement and consultation on a range of housing issues, for example medium-density housing options and the development of the Strategic Housing Investment Plan.

More broadly, the Wellington Summit held by the Mayor and Councillors in October 2016 sought feedback on priorities for the city from 150 key city stakeholders, and housing was highlighted as an area to focus on.

To address the issue, the Mayor's Housing Taskforce was set up in October 2016 to draw on critical experience and expertise from across the housing sector.

The Council and Taskforce also hosted the Wellington Housing Forum in May 2017, which was attended by over 70 representatives from across the housing sector including:

- developers
- tenant advocates
- Non-Government Organisations (NGOs)
- social housing providers
- academics
- local and central government officials.

Issues raised in that forum were taken into account in developing the Taskforce's recommendations, which were released in the Report of the Mayor's Housing Taskforce in June 2017.

Collective feedback from the Wellington Summit, Housing Forum and Housing Taskforce indicated the need for a long-term strategic approach that draws on partnerships with a range of stakeholders, making the best use of information and resources to achieve housing outcomes.

Taskforce recommendations focused on areas where the Council, iwi partners, central government and the broader housing sector could effect the greatest level of change across the city. One of the main recommendations was to develop an agreed strategy, ensuring a connected approach to addressing the range of housing issues facing the city, including:

- leadership, advocacy and government relationships
- addressing homelessness
- social housing
- housing affordability - both rental and ownership
- housing regulation
- housing quality and resilience.

To do this the Taskforce recommended the Council does the following:

- Focuses on the short-term objectives that span emergency housing, social housing, affordable housing, existing housing stock, and new housing supply.
- Focuses on the 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 supply across all aspects of housing.

A draft Housing Strategy was developed based on the collective feedback and recommendations, and we sought public feedback on this as part of the consultation on the Long-term Plan 2018-2028. There was a strong level of support for the Housing Strategy, and it has been finalised based on the feedback and suggestions received.

The vision: All Wellingtonians well housed

This strategy sets a vision of “all Wellingtonians well housed”. This is about making sure all residents in Wellington can live in good quality homes that they can afford and that meet their needs.

Inherent in this vision statement is the ‘housing first’ concept - that housing is the first intervention required to address social issues and support the wellbeing of individuals and families.

The vision relates to both home ownership and rental options. While many Wellingtonians are home owners or aspire to home ownership, an increasing proportion

of households rent. Of those, some households are struggling with market rents and are not eligible for social housing or other government subsidies, creating financial pressure and pushing the possibility of home ownership further out of reach.

Improving housing outcomes (such as accessibility and affordability) across the housing continuum is essential for the vision to be achieved. Our focus will therefore be on considering key issues and gaps in all parts of the continuum:



Emergency housing: Short-term temporary accommodation for individuals and families in urgent need of accommodation. Includes transitional housing, and generally is a place to stay while searching for longer-term accommodation.

Social housing: Public rental housing provided for people in housing need for as long as their need exists. In most instances rent is subsidised.

Assisted rental: Housing schemes that support targeted groups to access and afford private market rentals.

Private rental: Rentals on the private market, regulated by supply and demand.

Assisted ownership: Schemes that support individuals into home ownership through financial support and/or capped purchase prices.

Private ownership: Properties purchased in the private market.

Guiding principles



We will play an active leadership role to enable housing solutions.

The Council has an important role in leading and contributing to change in the housing space. We have defined the outcomes needed for all Wellingtonians to be well housed and we will drive a coordinated approach across the housing sector to achieve them. We will make better use of Council land, assets and resources in order to address gaps not filled by the market.

We will continue to build on existing partnerships with central government and communities.

Working with central government and community partners is critical to ensuring we can achieve the outcomes of this strategy. We will be easy to do business with, and work to remove any unnecessary obstacles.

We will make well-informed decisions that are strategic and coordinated.

Good governance, monitoring and reporting are essential to informed decision-making. We will produce consistent information so the market has access to robust data and ensure it is considered in all Council decisions that impact housing.

Our current housing system is not equitable - we support a housing sector that looks after our vulnerable communities.

We recognise the housing system is not equitable and some people need more support than others to access housing that meets their needs. We will support the housing sector in providing for our vulnerable communities by continuing to provide social housing and actively facilitate the growth of community housing providers in Wellington.

Housing is a regional market. Opportunities and challenges exist across the Wellington region.

Thousands of people live outside Wellington City but travel in for work. We recognise our responsibility to consider impacts of decisions that influence housing outcomes across the Wellington region. Where possible we will work with other councils to co-design solutions and initiatives.

Housing has a broader context and is key to supporting a resilient and sustainable city.

Housing provides shelter and contributes to a sense of place day-to-day but also has a key role during and after a natural disaster. Alongside work being done as part of the Wellington Resilience Strategy, we will support and help grow the resilience of households, communities and the city as a whole.

Aligning our strategies

In developing the Housing Strategy, it has been essential to consider the wider strategic goals for Wellington.

Wellington Towards 2040: Smart Capital is the Council's strategic plan which looks to build Wellington's resilience in the face of future environmental, economic, and social challenges. It focusses on four goal areas:

- People-centered city
- Connected city
- Eco city
- Dynamic central city

Housing, transport, infrastructure, and resilience are all interconnected levers to achieving these goals. It is important therefore for strong alignment of the Housing Strategy with other key Council strategic initiatives, including the Resilience Strategy and Let's Get Wellington Moving.

Central government policies and initiatives also influence what can be achieved by the Council. Identifying and creating opportunities for strategic alignment and partnerships will maximise the housing outcomes that can be achieved in Wellington.



Outcomes



The Housing Strategy sets objectives in four key outcome areas, to be progressed over the next 10 years.

- Outcome 1:**
Wellington has a well-functioning housing system

The housing system in Wellington is under pressure as demand continues to grow beyond the limited supply. A well-functioning housing system would see all housing stakeholders working in coordination and/or partnership to achieve:

 - more availability and choice of housing
 - more affordable homes
 - growth in supply.
- Outcome 2:**
Homes in Wellington are of good quality and are resilient

Good quality housing is the foundation for ensuring that individuals, families and whānau can live well and achieve their aspirations. Through regulation, support, and guidance for new and existing buildings we will see:

 - more homes are safe, secure and resilient
 - more homes are warm, dry and energy efficient
 - more homes are environmentally sustainable.
- Outcome 3:**
Homes meet the needs of Wellingtonians

To ensure all Wellingtonians are well housed, it's crucial we understand and respond to the needs of different segments of the population. We will monitor and respond to changes in the Wellington housing environment and work to ensure that:

 - decisions reflect the housing need in Wellington
 - more Wellingtonians can access a home
 - more Wellingtonians can sustain a home.
- Outcome 4:**
Our housing system supports sustainable, resilient and connected communities

Housing is key to enabling connections and social inclusion within and across communities. We will engage with housing stakeholders and the wider community to ensure that:

 - housing supports wellbeing (economic, physical, social, cultural), particularly for the most vulnerable
 - housing supports connected communities and better placemaking.

A summary of the Housing Strategy is included at the end of this document





Part two: **Strategy in action**

Council's role



The costs associated with housing development are a key factor in determining the extent to which housing supply matches demand, in particular for 'affordable' housing options. In recent years cost pressures have grown, for example with construction and material costs increasing significantly, and this has resulted in an increasing lack of affordable housing options being made available in the city.

While Council can do little to influence the price of materials for building, we do have access to levers that can impact cost and other important factors. Our roles as decision maker, regulator, housing provider, infrastructure provider, catalyst and facilitator mean we are in a good position to enable change in the housing market. Examples include:

- monitoring and reviewing the implementation of the city's District Plan provisions regarding housing to ensure they remain fit for purpose

- continuing to be a significant provider of warm, dry and safe social housing
- ensuring necessary infrastructure, transport and housing-related services are in place to connect the city and region and support social connections and cohesion.
- using our current relationships across the wider housing sector to enable more, better, faster responses to opportunities in the housing space - this includes growing the Community Housing sector and identifying options to unlock land owned by the Council, Crown, and/or privately for development.

It is important to note, however, that we will not be able to solve all issues in the housing space on our own. A collective approach and the activities of other stakeholders are crucial to the success of this strategy.

Affordability

Issues relating to affordability affect each of the strategy’s four outcome areas, so it’s important there is a clear understanding of what affordability means, and how it can be understood in the Wellington context and in relation to specific Council projects.

A review of existing and publicly available measures found that they are, in general, effective for their intended purpose but do not meet our specific requirements and/or cannot be used in a way that meets our needs to direct local resource.

For example some are ‘one-size-fits-all’ and don’t take into account household size, composition, expenditure and other key elements that impact what a household can afford to spend on housing costs. Others have been designed to produce trend information and/or to make national or international comparisons about housing affordability but are not necessarily useful to support decision making at a local level. Others focus on a particular aspect of housing affordability or aren’t flexible enough to inform the different aspects of the Housing Strategy - for example to cover both rental and home purchase scenarios for a range of different household types.

For us, as a Council and city, we want a clearer understanding of what affordability looks like for all Wellington residents.

To provide this the Council is developing and testing the Wellington Housing Affordability Model (WHAM), a consistent and flexible tool that helps us to understand what housing can be considered affordable, and for whom. WHAM is based on the premise that assessing affordability (be it in a rental or purchase scenario) depends on each household’s circumstances (specifically size, composition, and income level) and that local level decision making about housing affordability is more complex than providing one set dollar amount or ratio that is applied in a ‘one-size-fits-all’ way.

Once complete, it is anticipated that WHAM will be used alongside other measures to help the Council make informed decisions about housing in Wellington.

Using WHAM

WHAM specifically seeks to provide answers to the following questions:

- Who is this affordable for?
- What is affordable for a particular population or target group?
- How affordable is a particular rent or purchase price for a particular group?

The WHAM calculation includes:



14 Wellington City Council

Delivering the outcomes: The Housing Action Plan

The Housing Action Plan is the work programme of current and planned projects and initiatives to be delivered by the Council in relation to housing.

Projects in the plan are aligned with one main outcome but in most cases contribute to more than one of the four outcomes (refer page 9).

The plan provides an overview of Council activity in the housing space and:

- supports clear programme management, helping to prioritise and manage the opportunities and risks of each project while focusing on the delivery of the strategy's outcomes
- improves understanding of the relationships between housing projects and trade-offs made or required
- helps to identify gaps in Council investment and where we may be under (or over) investing.

The Housing Action Plan will be updated as current projects are delivered and new projects developed.

The Housing Strategy, Housing Strategy summary and current version of the Housing Action Plan are available on the Council's website at wellington.govt.nz/housing-strategy



Our Housing Strategy

Wellington Towards 2040: Smart Capital is the Council's strategic plan for the city. Its four goals focus on collaboration, not competition, and aim to build Wellington's resilience in the face of future environmental, economic and social challenges.

Vision *All Wellingtonians well housed*

Guiding principles

We will play an active leadership role to enable housing solutions.

We will continue to build on existing partnerships with central government and communities.

We will make well-informed decisions that are strategic and co-ordinated.

Our current housing system is not equitable - we support a housing sector that looks after our vulnerable communities.

Housing is a regional market - opportunities and challenges exist across the Wellington region.

Housing has a broader context and is key to supporting a resilient and sustainable city.



Scope

We'll work with other housing stakeholders to support all parts of the housing market, including temporary housing, short and long-term rental, and home ownership.

10-year outcomes for Wellington

A well-functioning housing system

Good quality and resilient homes

Homes meet the needs of residents

Our housing system supports sustainable, resilient and connected communities

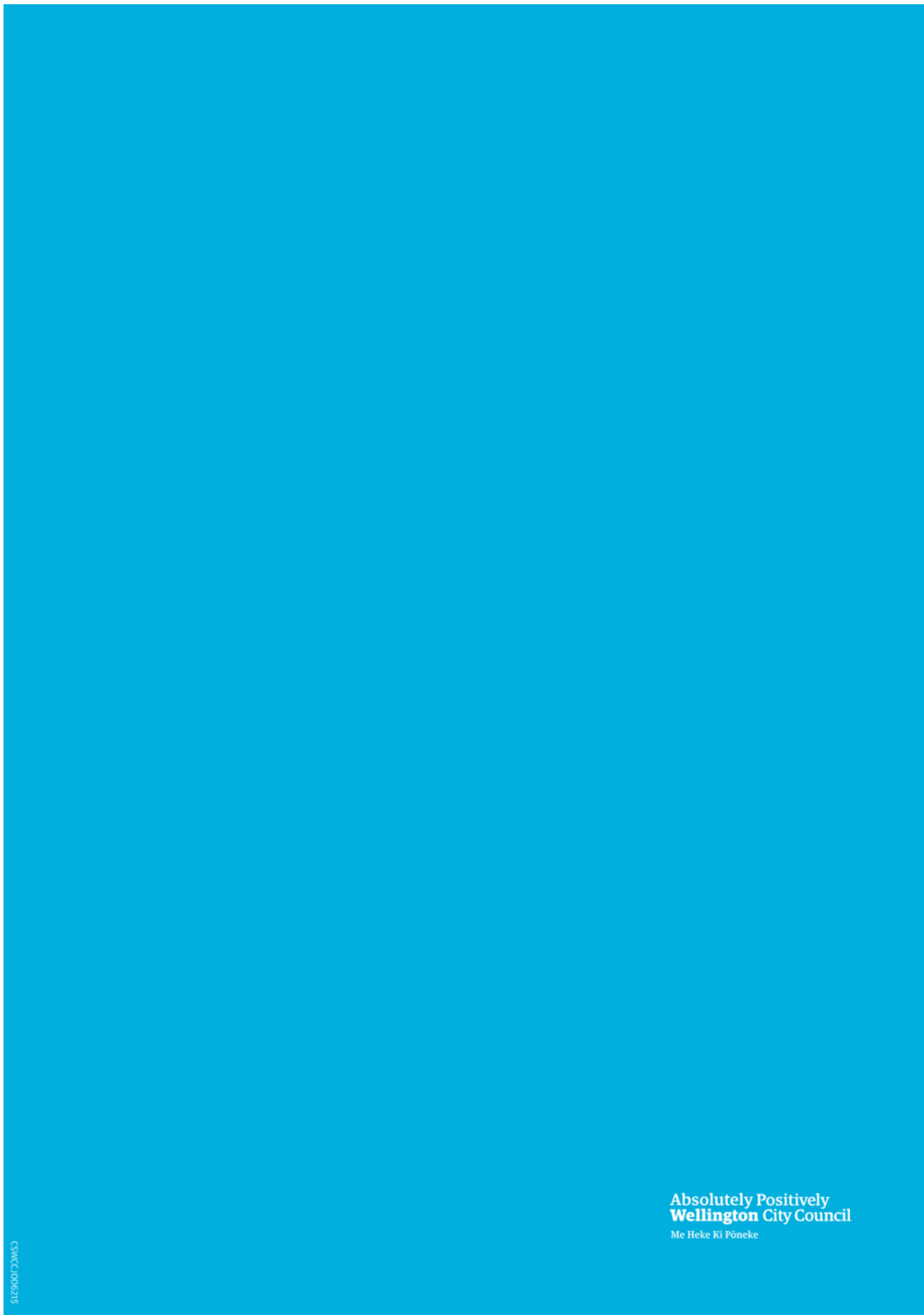
How we'll get there

Delivering on our Housing Action Plan

Central government initiatives and partnerships

Developing the housing sector in Wellington

Being easy to do business with and supporting housing initiatives led by others



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

CSMCC1006215



Housing Action Plan

As our population grows, we want to make sure everyone has access to safe and affordable quality housing.

Our 10-Year Plan identifies housing as a priority for the city, and our Housing Strategy outlines the approach we will take to address Wellington's housing challenges. It is supported by the joint initiative Let's Get Wellington Moving and the Council's Wellington Resilience Strategy.

The Housing Action Plan captures the short to medium term Council projects that contribute to the delivery of the Housing Strategy. Projects are aligned with one main outcome, but in most cases contribute to more. This version is current as at June 2018.

What we're doing to create a well-functioning housing system

District Plan review

A review of Wellington's business and housing settings, improving environmental protection, introducing resilience provisions and amending design assessments

PROJECT UNDER WAY

Urban Growth Plan review

A review of Wellington's high-level strategic direction for development, transport and infrastructure

PROJECT UNDER WAY

National Policy Statement on Urban Development Capacity

Monitoring to make sure residential and business development capacity is met over the short to long-term

PROJECT UNDER WAY

Strategic Housing Investment Plan

A work programme to deliver 750 social and affordable housing units over the next 10 years

PROJECT UNDER WAY

Urban Development Agency (Special Housing Vehicle)

This agency will help us take a more active approach towards delivering major housing capital projects and urban regeneration initiatives

SCOPE YET TO BE DETERMINED

Stebbins Valley Structure Planning

A plan to urbanise rural land in Stebbins Valley, which will be progressed through a District Plan change

PROJECT UNDER WAY

Proactive new build on Council land

Use of under-utilised Council land for housing development

PROJECT TO BE CONFIRMED

Special Housing Areas

A streamlined consenting process key development sites

PROJECT UNDER WAY

Rates remission for first-home builders

A \$5000 rates discount for anyone building their first home or purchasing a newly built home or apartment off plans in Wellington

PROJECT UNDER WAY

What we're doing to create good quality, resilient homes

'One-stop shop' consenting improvements

A range of initiatives to make applying for a building consent easier and more efficient

PROJECT UNDER WAY

Wellington Housing Standard

A voluntary scheme for in-home assessment of the health and safety aspects of a property, building on the rollout of the voluntary Rental Warrant of Fitness

PROJECT UNDER WAY

Earthquake-prone Building Policy review

A review of Wellington's Earthquake-prone Building Policy to reflect changes to legislation passed under the Building (Earthquake-prone Buildings) Amendment Act 2016

PROJECT UNDER WAY

Earthquake check and earthquake-prone building support

A programme that offers guidance on strengthening options, building consent subsidies and rates remissions

PROJECT UNDER WAY

Unreinforced Masonry Initiative

Guidance and funding for owners of properties with unreinforced masonry

PROJECT UNDER WAY

Warm Up Wellington

An insulation retrofit project insulating the homes of low-income tenanted households in the Wellington region, with co-funding from the Energy Efficiency and Conservation Authority (EECA)

PROJECT UNDER WAY

Home Energy Saver

A free home energy assessment scheme, delivered in partnership with the Sustainability Trust

PROJECT UNDER WAY

Neighbourhood Grids

A collaborative trial delivered with Contact Energy and Wellington Electricity of a solar Virtual Power Plant in 25 homes around the city

PROJECT UNDER WAY

What we're doing to make sure residents' housing needs are met

City Housing

Ongoing management of a portfolio of properties for low-income households and people who face other barriers to accessing housing

PROJECT UNDER WAY

Central Government partnerships

Proactive partnerships with government departments for delivering an increased supply of social and affordable homes

SCOPE YET TO BE DETERMINED

Non-government partnerships

Proactive partnerships with non-government housing stakeholders to address gaps in the housing continuum

SCOPE YET TO BE DETERMINED

Central city apartment conversions

Looking into opportunities to turn underused office buildings in the central city into apartments

PROJECT UNDER WAY

Te Whare Oki Oki

A 'housing first' initiative, which will provide homes and support for vulnerable Wellingtonians who are homelessness and alcohol dependent

PROJECT UNDER WAY

Housing Trends Monitoring

Ongoing monitoring of residential growth, development trends and housing affordability, with data shared on the Council's website

SCOPE YET TO BE DETERMINED

What we're doing to support sustainable, resilient and connected communities

Te Mahana - Homelessness Strategy

A partnership approach to end homelessness. A programme of work including provision of transitional housing, Housing First Pilot, maintaining tenancies and providing outreach services for street homeless

PROJECT UNDER WAY

Preparing for an aging population, reducing isolation

Planning for transport, housing, health systems and social spaces that enable our aging population to fully participate and contribute to the economic and social life of our city

PROJECT UNDER WAY

Framework for a Child and Youth Friendly City

Development of a framework that provides guidelines on being a Child and Youth Friendly City

PROJECT UNDER WAY

The CBD Community - Vertical Neighbourhoods

A project to build social cohesion and a sense of community for central city residents

PROJECT UNDER WAY

Building strong and resilient communities

Programmes that aim to increase wellbeing and resilience through empowerment, connectedness and cohesion

PROJECT UNDER WAY

Sustainable food network

A project looking at ways to encourage urban agriculture, green infrastructure and sustainable food systems

PROJECT UNDER WAY

Participatory community co-design

An engagement process aimed at enabling community-led outcomes and redevelopment

PROJECT UNDER WAY

3. Policy

SCOPING PAPER FOR CITY HOUSING POLICY REVIEW

Purpose

1. This paper seeks to confirm the high-level governing principles and service delivery parameters which will form the basis of a housing policy framework.
2. It also seeks agreement to develop a fairer and more equitable rental scheme for City Housing tenants.

Summary

3. A briefing to Councillors on 27 February 2018 highlighted limitations of current settings and illustrated a need for a policy that is equitable for our tenants, meets housing need, and creates a sustainable City Housing service.
4. This paper sets out a policy framework approach that is aligned to the draft *Wellington Housing Strategy*, vision, outcomes and Council's wider role across the housing spectrum.
5. The policy framework will define the operating environment for City Housing by using a set of *enduring* governing principles and *enabling* service delivery parameters.
6. A key feature of the proposed policy is being more person-centred enabling the right solution for both applicants and tenants.
7. If the policy framework approach is approved the next step is for officers to design and recommend a more equitable rent setting system.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree the approach is to provide an enduring and enabling policy framework where housing decisions are made at the right level:
 - a. Councillors set the long-term policy direction through governing principles and service delivery parameters.
 - b. City Housing is then enabled to:
 - Develop the operational procedures and guidelines to deliver within these parameters
 - Develop an agile and responsive workforce able to create and act on opportunities
 - Manage risks and achieve the best outcomes for tenants (seeking Council approval if actions exceed agreed parameters).
3. Agree that the City Housing Policy needs to:
 - a. Support Council's vision of "All Wellingtonians well housed"

-
- b. Provide a broader range of services for different needs in the population, offering products to different segments that face barriers in accessing housing across the spectrum, and recognising the role of other housing providers
 - c. Balance delivery of housing outcomes with a financially self-sufficient operation.
4. Agree to the following governing principles that will set the direction for the City Housing Policy:
- a) The policy **strengthens All Wellingtonians being “well housed”** by providing fit-for-purpose housing, for the right households, in the right location, at the right price, with the right support.
 - b) **Matching housing need with supply** takes a **person-centred approach** and considers need variables including **affordability, access, discrimination, and security of tenure**.
 - c) Where City Housing is the right outcome, those most in need are allocated housing using strategies **tailored** to household need and **tiered** by service level. Including a new rental scheme that allows rent charges to be set in a more equitable way.
 - d) Leveraging **partnerships** creates better outcomes for those in housing need, increases housing supply options and improves overall services to tenants, and the city.
 - e) The **strategies and priorities** for City Housing are agreed and monitored, with outcomes reported back to governors on a regular basis.
5. Agree to the following service delivery parameters and outcomes for City Housing operations:
- a) **Fit-for-purpose housing** to a modern standard (warm, dry, and safe)
 - b) **For the right households** using a Needs Assessment to determine eligibility based on current situation, housing need and best outcome
 - c) **In the right location** that delivers a sense of community, safety, belonging and best matches housing need and supply across the housing spectrum
 - d) **At the right price** using a more equitable rent setting system with charges based on tenant circumstances
 - e) **Ensuring a commitment to tenants** by engaging with them to achieve their housing aspirations and providing appropriate support when required.
6. Agree to officers preparing a draft rental scheme that provides for a greater level of equity for our tenants to be considered by Council for consultation.

Background

7. The current Social Housing Policy (2010) is outdated. It needs to change to enable the three key drivers of the City Housing service:

- Meeting housing need
 - Managing tenancies fairly
 - Delivering a financially sustainable service.
8. On 23 October 2014, the Community Sport and Recreation Committee noted the limitations of the current social housing policy settings. It also discussed housing partnerships on 9 June, and again 15 August 2015, when Councillors agreed the social housing policy should provide a transparent rental setting process that does not mask demand, facilitates access, is flexible and responsive to different affordability needs, and supports growth of third sector providers.
9. In April 2016 the Community, Sport and Recreation Committee confirmed that WCC will retain ownership of its social housing and continue in-house delivery of social housing. It was agreed that it is critical City Housing has a robust and sustainable business model that responds to contextual changes and opportunities.
10. In March 2017, Council approved a Strategic Housing Investment Plan (SHIP). Key objectives of the SHIP include sustainability, growth and diversification (to include social and affordable housing) to achieve a number of housing related outcomes.
11. In February 2018 a briefing was delivered to Councillors to illustrate some of the challenges faced, and opportunities that the City Housing service could implement. Fundamental to these opportunities being realised is a need to update Council's social housing policy.
12. Principles discussed to guide development of these opportunities included:
- Fair allocation of housing to those in need
 - Minimal disruption to existing tenants
 - Retention of the portfolio at current levels as a minimum, with a desire to grow the number of homes provided in the long term
 - The service we provide meets the Deed of Grant requirements as committed to with the Crown in 2007.

Current Policy

13. City Housing is operationally well-placed to deliver an expanded range of housing outcomes, however is impeded to do so, as the current Social Housing Policy (May 2010) is a significant barrier. The 2010 policy objective to provide “appropriate and affordable housing to low-income households who otherwise have barriers to accessing housing” is sound, however in practice, there is an opportunity to improve housing outcomes for tenants and financial sustainability by:
- Creating a more fair and equitable rental scheme
 - Targeting specific need groups and delivering tailored products and services across the housing spectrum
 - Forming partnerships with housing providers to enhance tenant outcomes

Context – The Council's Roles across the Housing Spectrum

14. Housing is a fundamental human right and a critical component of city competitiveness. The Mayor's Housing Taskforce was established in 2016 so that Wellington might mitigate the impact of growing housing pressures in the city.
15. The independent, cross sector group's *Report on Housing* (June 2017, p3) articulated *Council's role in ensuring that residents can afford safe, secure homes in connected, resilient communities.*
16. The Taskforce emphasised the need for partnerships with the Crown, Iwi Partners, Community Housing Providers and the private development sector to grow capacity in the sector. Using a "collective impact approach," they recommended, would deliver "more social and affordable housing opportunities."
17. The Taskforce was a catalyst for the development of the Council's draft *Housing Strategy* and vision: *All Wellingtonians Well Housed*. These initiatives provide the context for developing the City Housing policy framework.
18. The *Housing Strategy* includes three elements:
 - **Guiding principles** that emphasise Council's leadership role to improve housing outcomes and where possible, establish partnerships with Central Government and housing stakeholders across Wellington.
 - A **commitment** by Council to take a more strategic and active role, collaborating with stakeholders in a collective and coordinated manner, to meet housing need and requirements under the Local Government Act 2002 and the *National Policy Statement on Urban Development Capacity*.
 - **Housing outcomes** that increase the supply of affordable, quality and resilient stock to ensure Wellington's housing system supports sustainable and resilient communities.
19. The *Housing Strategy* acknowledges the Council's varied roles as decision maker, regulator, social housing provider, infrastructure owner, catalyst and facilitator, and how these span across the housing spectrum: from emergency and social housing at one end to assisted and private ownership at the other.
20. The City Housing policy framework will be developed with regard to Council's wider roles across the housing spectrum, with an aim to create *an enduring policy* able to flex and grow as the Council's involvement in the regional housing market changes over time, and as Central Government policy and regional demographics change. Flexibility ensures the Council can direct City Housing to better respond to a broader range of housing needs with greater agility.
21. Producing an *enduring and enabling* policy would suit Council's wider operating ambitions for housing solutions, as it would:
 - Support tenant/household aspirations
 - Grow the supply of housing solutions for all Wellingtonians
 - Assist more households into suitable housing, and

- Allow the service to adapt quickly to change and opportunities to meet the housing need of individual households, the overall portfolio and for the City overall.

Financial constraints

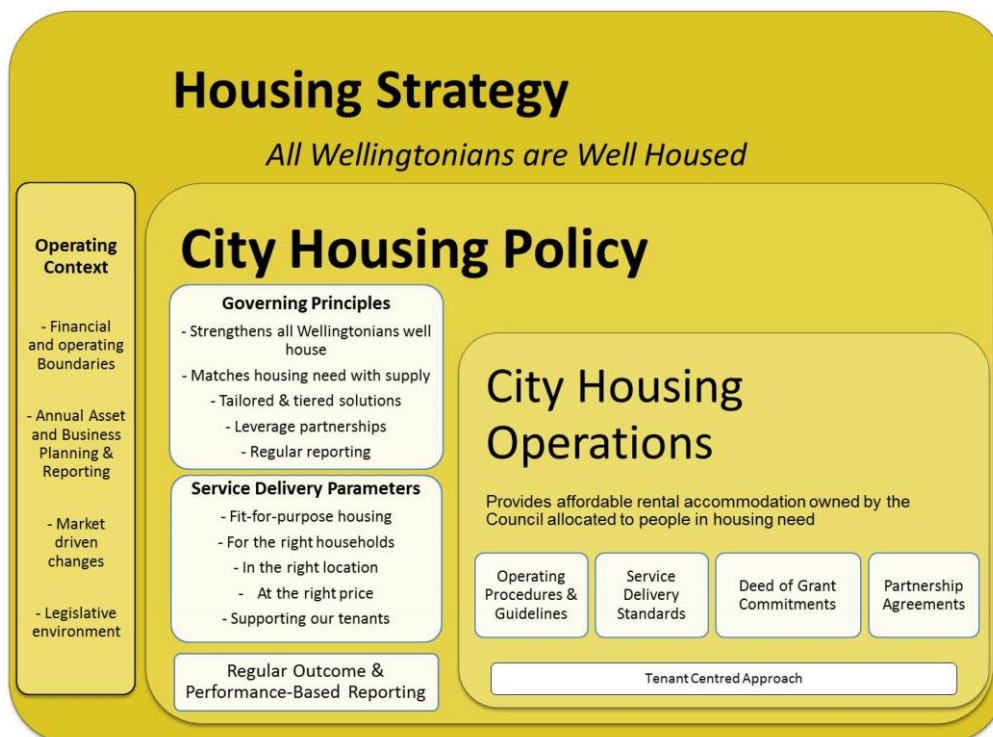
22. The City Housing service has clear financial and operating boundaries in which the policy framework must be developed including:
- Deed of Grant obligations and Council’s commitments to Central Government,
 - retaining ownership of the housing asset, staying directly involved as the owner of the portfolio,
 - Revenue & Finance Policy not including rates funding for City Housing services
 - a need to be financially sustainable in the medium/long term allowing for the maintenance, upgrade and growth of its housing stock.

Planning & Reporting

23. Annual asset management and business planning provides City Housing with a process to best utilise its existing asset base, and take a more active role in responding to housing need.
24. Annual reviews and reporting ensure Councillors maintain a clear line of sight of the performance and direction of the service.
25. City Housing will be required to seek Council approval if any actions exceed the proposed policy principles and/or parameters.

Discussion

26. The proposed City Housing policy context is set out in the following diagram.



Policy Governing Principles

27. Governing Principles should guide activities towards the desired future state and clearly focus on deliverable outcomes. Five principles are proposed to set this enduring context for City Housing:
- a) The policy **strengthens All Wellingtonians being “well housed”** by providing fit-for-purpose housing, for the right households, in the right location, at the right price, with the right support.
 - b) **Matching housing need with supply** takes a **person-centred approach** and considers need variables including **affordability, access, discrimination, and security of tenure**.
 - c) Where City Housing is the right outcome, those most in need are allocated housing using strategies **tailored** to household need and **tiered** by service level. Including a new rental scheme that allows rent charges to be set in a more equitable way.
 - d) Leveraging **partnerships** creates better outcomes for those in housing need, increases housing supply options and improves overall services to tenants, and the city.
 - e) The **strategies and priorities** for City Housing are agreed and monitored, with outcomes reported back to governors on a regular basis.

Policy Parameters

28. Setting ‘service delivery parameters’ in the policy framework sets a clear direction and focuses City Housing operations whilst also allowing the service some flexibility to respond to need. Five service delivery parameters give guidance for how people are “well housed” by providing:
- a) **Fit-for-purpose** housing to a modern standard (i.e. warm, dry, and safe)
 - b) To the **right households** using a needs assessment to determine eligibility based on current situation, housing need and best outcome
 - c) In the **right location** that delivers sense of community, safety, belonging and best matches housing need to available supply/future product options
 - d) At the **right price** using a more equitable rental scheme to create a fairer approach to charging rent.
 - e) **Ensuring a commitment to tenants** by engaging with them to achieve their housing aspirations and providing appropriate support when required.
29. Each parameter is discussed below, along with the need to ensure City Housing’s service delivery outcomes are delivered through a sustainable service.

...Fit-for-purpose housing

30. Fit-for-purpose’ housing captures *Housing Strategy Outcome #2*, that homes are of “good quality and are resilient” (e.g., safe, warm, dry, energy efficient, environmentally sustainable).
31. The Council is half way through its 20 year Housing Upgrade Programme as agreed in the terms of the Deed of Grant with the Crown. The Deed details design specifications

for upgrades including: replace old lighting and wiring, add showers and extractor fans, hard-wire smoke detectors, improve security, add insulation and curtains, and modernise kitchens. Upgrading Council properties to a ‘modern standard’ ensures ‘fit-for-purpose’ housing.

...The right household

32. City Housing will conduct a **Needs Assessment** to determine eligibility for Council Housing, based on:
- an applicant’s **current situation**
 - their **housing needs** including affordability, access, security of tenure
 - the **right housing outcome** i.e. City Housing or an alternate housing provider, assisted or supported rental, advice and support to access an alternative solution, and in the future, possibly options for assisted home ownership etc.
33. The Council’s tenant households typically, though not exclusively exhibit the following characteristics:

Household Characteristics	Typically
“In financial hardship” and who have limited ability to change their circumstances	A benefit is the main source of income
Requiring stable and secure housing tenure	Seniors with limited assets
“Under stress” and who need housing support but may have potential to change their circumstances over the longer term	Low income working households
Require “access” to housing (i.e., households who may face discrimination in market to access suitable accommodation	Refugees/Migrants facing access barriers on arrival / establishment in Wellington
Other potential housing needs outside the current policy	
Require “access” to housing but not necessarily an issue of affordability	Others, such as seniors who are in housing need, but who fall outside asset limits Key workers who need access to housing in the city Market rent tenancies
Assisted ownership - Households currently excluded from the home ownership market	Shared ownership or other ownership options

...The right location

34. The ‘right location’ embodies the sense of community where people feel safe, have a sense of belonging and who live in a place they are proud to call home. It can include access to public transport, employment and community facilities. Such sentiment is found in the Housing Strategy, Mayor’s Taskforce report and prior housing policy.

Similarly, where City Housing is an active part of its existing neighbourhoods, it provides access to place-based services like community gardens and facilities used by the wider community as a whole.

35. Finding the 'right location' can be tricky to match against available supply. City Housing may consider household needs, neighbourhood services, and proximity to employment or area growth when making location related decisions. Over time, new supply and facilitated access to other providers may widen housing choices. Targeted growth in a particular suburb for example, may present an opportunity for acquisitions that match housing needs. Similarly, Council rentals and leased options may also over time, introduce new products, like affordable ownership in localised settings, which on a case-by-case basis, may be considered to meet housing demand.

...The right price

36. A more equitable rental scheme recognises that 'the right price' is different dependent on household type and housing need.
37. An equitable rental scheme enables a degree of flexibility to adjust rent charges to suit tenant circumstances and would provide a staggered approach that creates a greater level of fairness.

... Ensuring a commitment to tenants

38. City Housing will ensure a commitment to tenants by engaging with them to achieve their housing aspirations and providing appropriate support when required
39. City Housing will continue to support tenants experiencing hardship, with fair and transparent tenancy management, access to independent advice and ensuring that ending tenancies is a last resort.
40. Tenant views will be sought on matters of significance, including City Housing service satisfaction, and policy settings.

Next Actions

Draft Policy Framework and Rental Scheme

41. Following agreement of the governing principles and service delivery parameters a more detailed policy framework will be produced for Council approval.
42. At the same time a detailed equitable rental scheme will be drafted including a detailed communications and tenant consultation plan. The draft paper will be prepared based on the above principles and service delivery parameters and submitted for Committee approval.

Attachments

Nil

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Authoriser	Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

A full engagement and consultation plan will be developed as part of Policy development

Treaty of Waitangi considerations

NA at this time.

Financial implications

The policy development will need to be considered alongside the City Housing financial obligations and performance to ensure that any policy development is able to be implemented and delivered, and so that the financial implications for both tenants and the council are well understood.

There are clear financial and operating boundaries including:

- a need to be financially sustainable allowing for the maintenance, upgrade and replacement of housing stock
- retaining ownership of the housing asset
- Revenue & Finance Policy not including rates funding for City Housing services
- No direct access to IRRs (under current Government policy), and
- Deed of Grant obligations (our commitment to central government).

Policy and legislative implications

City Housing must comply with a range of regulations and the Policy must be consistent with this; particularly the Residential Tenancies Act 1986; Privacy Act 1993 and Protected Disclosures Act 2000; also various building regulations. The Policy must recognise the obligations under the Deed of Grant.

Once this process is completed it will replace the 2010 Social Housing Policy. The consultation process may recommend additional priorities for action as this topic area often generates much interest.

Risks / legal

Any possible changes to Council's housing policy will be of interest to existing tenants. Existing tenants will feature in the consultation process proposed for the draft policy.

Climate Change impact and considerations

NA at this time

Communications Plan

A full communications plan will be developed as part of Policy development

Health and Safety Impact considered

NA at this time

SUBMISSION TO THE MINISTRY FOR THE ENVIRONMENT ON THE ZERO CARBON BILL AND CLIMATE CHANGE COMMISSION

Purpose

1. To seek the Committee's approval of the submission on the Ministry for Environment's (MfE) Our Climate Your Say: Consultation on the Zero Carbon Bill (The Zero Carbon Bill).
2. The final submission is due to the Ministry by July 19, 2018.

Summary

3. The Ministry has put together a focussed report on what it would take to make a Zero Carbon Bill and corollary Climate Commission a reality in New Zealand.
4. The full discussion document can be accessed here:
<https://www.mfe.govt.nz/sites/default/files/media/Consultations/FINAL-%20Zero%20Carbon%20Bill%20-%20Discussion%20Document.pdf>
5. The recommendations of the report largely align with Council's aspiration to be a Low Carbon Capital, including espousing our desire to partner with central government and the private sector to deliver on Low Carbon goals.
6. The report also proposes more specifics around what national framework might be put in place to hold government accountable to the targets it sets.
7. The potential net zero carbon by 2050 target discussed in the document is aligned with our aspiration for being an eco-city, but is also more ambitious than Council's current emissions reduction target for the City.
8. This bill is timely in that Council's Low Carbon Capital Plan is due to be updated and will enable consideration of any future changes that the government might make at a policy level.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the draft submission to the Ministry for Environment on the Zero Carbon Bill
3. Notes that the update of Council's Low Carbon Capital Plan commences later this year, with a City Strategy Committee workshop before the end of the calendar year.
4. Delegates to the Chief Executive and the Climate Change, Infrastructure and Sustainability portfolio leaders the authority to amend the submission as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits, prior to it being sent.

Background

9. The Government recently stated; "The Government is committed to acting on climate change. We want to build a more sustainable economy that is better for the

environment, creates jobs and improves New Zealanders' lives. We also want to show global leadership by demonstrating to other countries that New Zealanders can be better off while taking action to reduce our impact on the climate.

10. Countries around the world emit greenhouse gases from activities like driving cars, farming, burning coal and deforestation. A big increase in human-made greenhouse gases has occurred in recent years, causing the global climate to change rapidly.
11. Each year, we are seeing more and more extreme weather events. Seas are rising. Our regions, businesses and communities have already seen costly damage and disruption. We are paying more to repair our roads and railways and to keep other vital infrastructure running. These costs will continue to increase over time.
12. In 2015, almost every nation decided to take action together to address climate change by adopting the Paris Agreement. It sets the world on the path to net zero emissions by the second half of the century. Net zero means the emissions we create are no greater than what is removed from the atmosphere, from things like forests soaking up carbon dioxide. Many countries are transitioning their economies and will continue to in the years to come. A number have set long-term emissions reduction targets, including the United Kingdom (UK), the European Union, Canada, Sweden and Norway. The global economy will look very different by 2050, as a result.
13. Although New Zealand's share of global emissions is very small (0.17 per cent), countries like us make up around 30 per cent of total emissions. New Zealand's per capita emissions are high, compared with similar economies in the Organisation for Economic Co-operation and Development (OECD).
14. The Zero Carbon Bill is an opportunity for New Zealand to decide how it delivers its part in the global effort while encouraging action by others. The Bill puts a new target in legislation that gives us certainty about our long-term goals. It creates the institutions to help us get there and to hold us to account. It can also put in place the plans we need to respond to the growing impacts of climate change. We want New Zealanders to help us decide the shape and form of this Bill."
15. Officers have prepared a draft Submission in response to the Report – Attachment 1.

Options

16. The Committee could decide:
 - To agree the submission; or
 - To agree the submission with amendments agreed by the committee.

Next Actions

17. Any amendments to the submission agreed by the Councillors will be incorporated and the document finalised as per recommendation 4 in order to meet the 19 July 2018 deadline.

Attachments

Attachment 1. [Submission - WCC](#) ↓

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Author	Tom Pettit, Senior Advisor, Climate Change
Authoriser	David Chick, Chief City Planner Mike Mendonca, Chief Resilience Officer

SUPPORTING INFORMATION

Engagement and Consultation

No consultation has been conducted on this submission.

Treaty of Waitangi considerations

No considerations have arisen with this submission.

Financial implications

There are no financial implications.

Policy and legislative implications

If recommendations from the submission and draft document are implemented there are substantial potential positive legislative implications.

Risks / legal

No risks have been identified.

Climate Change impact and considerations

If recommendations from the submission and draft document are implemented there are substantial potential positive Climate Change implications.

Communications Plan

No plan identified.

Health and Safety Impact considered

No impacts identified.

Implementing a Zero Carbon Bill – Wellington City Council Submission

Introduction

1. Wellington City Council (the Council) thanks the Ministry for Environment (the Ministry) for the opportunity to submit on Our Climate, Your Say: Consultation on the Zero Carbon Bill (Zero Carbon Bill Consultation).
2. The Council's Submission is summarised in the section below, followed by:
 - a. Executive Summary
 - b. Detailed answers to questions

Executive Summary

1. The Council supports the creation of the Zero Carbon Bill and the Climate Change Commission, and finds the framework proposed to present an admirable structure from which to operate our new zero emissions economy.
2. The proposed commission and process is broad, inclusive, environmentally sound and intended to be just. In this way it will make progress with a wide mandate without seeking to create challenges for any subsector of society – creating the greatest chance of bringing everyone along with the aims of the legislation.
3. The council would welcome a central government target that was, for the first time, more ambitious than our own.

Response to Questions

2050 Target

4. The Council supports the key concepts behind the Zero Carbon Bill – particularly putting in place “the core building blocks to give certainty to New Zealanders that, no matter what government is in power, there will be a long term approach to climate change. “ It should put a 2050 target into legislation now to begin building such a foundation.

5. Council would like to see a target adopted that achieves net zero emissions by 2050, though distinguishes between long-lived and short-lived gases in achieving this goal. This doesn't mean a less onerous path for short-lived gases, just an overall net zero requirement which allows for negative long-lived gases.
6. Council considers New Zealand should meet its targets from domestic emissions reductions only in order to reap the maximum economic benefit from the carbon markets that will develop over the next thirty years.
7. Council considers the Zero Carbon Bill should allow the target to be revised if the target is to be made more aggressive, and have a penalty regime that further funds climate action should the emissions fall short of the established targets. All told, unless major changes in scientific understanding are uncovered, the targets should remain largely unchanged.

Emissions Budgets

8. When it comes to emissions budgets - the Council supports five year budgets set 10-15 years ahead of time, so that at any time there are three budgets.
9. Council considers emissions budgets, should be set within a certain timeframe.
10. Council considers that in the context of major changes to scientific understanding or international policy context it may be acceptable to adjust the second or third emissions budget.
11. Council concurs with the considerations the consultation proposes to include when setting a budget. The combination of science, technology and economics related to climate change and the shaping effect they will have on myriad other sectors of the economy are all critical considerations to take into account when considering something as complex as an emissions budget. It is especially important to see "creating a just and inclusive society" as part of the proposed considerations.

Government Response

12. Council believes we should set out timeframes for plans – we are in a unique position where we are planning to adopt a piece of legislation that has done the rounds in the UK. One of the key things we can learn from its implementation there, is that specifying a time frame for producing action plans to achieve emissions budgets will yield better results. This will create greater certainty, and is a technique commonly used at local government levels.

13. Council considers the plans should be developed with all levels of government, business and Iwi, and that the responses should be balanced and distribute the opportunity the response to climate change will generate equitably among those groups. The ultimate goal is for the output plan to be environmentally sustainable, but there are a lot of considerations that need inclusion ranging from equity to cost-effectiveness.

Climate Change Commission

14. The Council concurs that any climate change commission should advise and monitor New Zealand's progress towards its established goals. It does not make sense to have this body take on any additional decision-making responsibility.
15. Council considers that NZ Emissions Trading Scheme(ETS) decision making should remain with government and not transfer to the Climate Change Commission. The Commission should have an expert advisory role on the ETS settings without any decision making power.
16. Council considers the experience proposed for members of the climate commission to be adequate, including: climate change policy (including emissions trading); resource economics and impacts (including social impacts, labour markets and distribution); te Tiriti o Waitangi, te reo me ona tikanga Māori and Māori interests; climate and environmental science including mātauranga Māori; experience with addressing adaptation challenges like planning, insurance and local government; risk management; engineering and/or infrastructure; community engagement and communications. ; business competitiveness; knowledge of the public and private innovation and technology development system.

Adapting to the impacts of climate change

17. Council considers the Zero Carbon Bill should cover climate change adaptation.
18. Council considers the functions proposed by the consultation document as appropriate adaptation functions of a Zero Carbon Bill provided local government is involved in the execution: a national climate change risk assessment, a national adaptation plan, regular review of progress towards implementing the national adaptation plan, and an adaptation reporting power.
19. The Council believes it makes sense to consider a targeted adaptation reporting power to see some organisations share information on their exposure to climate change risks.

SUBMISSION ON LOCAL ELECTORAL MATTERS BILL AND TRIAL OF ONLINE VOTING

Purpose

1. To approve Wellington City Council's submission to the Justice Select Committee on the Local Electoral Matters Bill; and to support in principle trialling online voting in future elections.

Summary

2. Wellington City Council has been closely involved in the working group leading the local government sector's effort advocating for an online voting trial for future elections
3. The draft submission highlights the importance of online voting and supports the amendments proposed in the Bill.
4. It is recommended that Council support in principle participating in a trial of online voting in future elections if specific conditions are met.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to Wellington City Council's submission to the Justice Select Committee on the Local Electoral Matters Bill as contained in Attachment 1 of the report
3. Agree in principle to participate in an online voting trial, subject to the following conditions:
 - a) enabling legislation and subsequent regulations being passed on time
 - b) all risks, including security risks, being appropriately managed
 - c) costs being acceptable
 - d) Council giving final approval for the trial to go ahead.

Background

5. The Local Electoral Act 2001 (LEA) makes provision for electronic voting as a permitted 'voting method'. However, regulations are required to detail how online voting would operate. Currently, booth and postal voting are the only authorised voting methods under the Local Electoral Regulations 2001 (LER).
6. In 2015, the National government proposed developing regulations to enable a trial of online voting at the 2016 local authority elections. Local Government New Zealand (LGNZ) then called for expressions of interest from councils interested in taking part in a trial.
7. In September 2015, the Council resolved to agree to confirm its interest to participate in the proposed Online Voting Trial for the 2016 Election and to allocate funding to cover the cost of participating in the trial.

8. In March 2016, New Zealand Cabinet made a decision for the trial not to proceed, citing reasons of no community engagement and time to ensure preparedness for Online voting.
9. The current voting method employed by councils in New Zealand is postal voting, a method that relies entirely on New Zealand Post providing an effective and reliable postal service. Yet our postal service is losing its credibility as fewer New Zealanders choose to communicate via post and the reduction in delivery days causes delays.

Discussion

10. The Local Electoral Matters Bill, and proposed regulations, is intended to empower local authorities to participate in a trial of online voting for the 2019 local authority elections and any future elections.
11. The draft legislation contemplates an online voting trial could apply for an entire local authority area or a subset of voters. As an example, online voting could apply only to visually-impaired voters and/or voters within a specific ward area.
12. Postal voting would remain a valid option should a voter not wish to vote online during a trial.
13. Democracy Services staff have been closely involved in the working group leading the local government sector's effort to organise an online voting trial for the 2019 local elections. This effort has been coordinated jointly by Local Government New Zealand (LGNZ) and the Society of Local Government Managers (SOLGM).
14. Our preference would be to join with other councils to run a trial together, for the following reasons:
 - it would minimise costs.
 - it would reduce the risk of several independently-run trials to fail. If one or more trials proceed in 2019, it is imperative that they succeed. Any failure could set back the introduction of online voting in New Zealand for many years.
 - it would be more effective to run a coordinated public information campaign to educate the public and address concerns.
15. It is recommended that Council agrees in principle to participate in an online voting trial, subject to the following conditions:
 - the enabling legislation and subsequent regulations being passed on time
 - all risks, including security risks, being appropriately managed
 - the cost being acceptable
 - the Council giving final approval for the trial to go ahead.

Options

16. Postal voting will always remain an option for voting even if we proceed with taking part in a trial online voting.

Next Actions

17. Submission are due to the Justice Select Committee by 22 June 2018.

Attachments

Attachment 1. Submission of Wellington City Council on Local Electoral Bill [↓](#) Page 57

Author	Anusha Guler, Head of Governance
Authoriser	Kane Patena, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

A comprehensive engagement and communication plan will be devised for the triennial elections.

Treaty of Waitangi considerations

1.

No formal engagement was conducted with Māori on trialling online voting or our submission on the Bill. We know that Maori population has a large youth component and online voting appeals to youth. Statistic New Zealand projections show that 53% of Maori will be under 30 years of age by 2040.

Financial implications

2.

3. Making a submission on the Bill has no financial implications. Full costs of participating in a trial would be reported to Council once we have confirmed the number of councils that will be participating.

Policy and legislative implications

Department of Internal Affairs will be updating the Electoral regulations once the Bill has passed through Parliament.

Risks / legal

We have not indentified any risks as part of our submission.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable

Submission of Wellington City Council on the Local Electoral Matters Bill

To: Justice Committee
From: Wellington City Council
Date: 21 June 2018

1. Introduction

2. Wellington City Council (the Council) appreciates the invitation extended by the Justice Committee to provide feedback into the Local Electoral Matters Bill.
3. Wellington is New Zealand's creative capital and is recognised as one of the world's most liveable cities. Being associated with the first public online election in New Zealand is a unique opportunity for the Council to participate in. Underpinning Wellington City's operations and aspirations is our vision of Smart Capital, a people-centred, hi-tech, progressive and ecologically-responsive place where talent wants to live. Being part of the local government online voting trial is consistent with this vision and our digital philosophy.
4. The capital's population, size, engagement in local body and central government issues and strong uptake of digital communications are strong attributes for a successful trial. Our track record in adopting progressive forms of voting, such as Single Transferable Voting (STV), indicates a willingness of Wellingtonians to embrace new forms of representation.

5. Online Voting

6. The Council has been actively pursuing online voting as a new voting method. In September 2015, the Council resolved to agree to confirm its interest to participate in the proposed Online Voting Trial for the 2016 Election and to allocate an additional funding to cover the cost of participating in the trial.
7. Our Council and other councils who intended to participate in the 2016 Online Voting Trial were required to complete a series of documents to demonstrate the Council's and its providers met the requirements set by Department of Internal Affairs (DIA) and the Government Chief Information Office. The Council met all the requirements and deadlines imposed by DIA. In March 2016, New Zealand Cabinet made a decision for the trial not to proceed, citing reasons of no community engagement and time to ensure preparedness for Online voting.
8. The Internet is changing ratepayers expectations around the speed and convenience with which all government services should be delivered. We use the Internet to shop, bank, and

to maintain our social and professional networks. It is natural that residents and ratepayers are asking when they will be able to vote online, especially given that transactions requiring security to protect personal information are now routinely performed in a virtual world.

9. The 2018 census extended the adoption of the online approach to the whole population for the first time. Paper forms remained available on request as an alternative. More than 3.2 million people had completed the 2018 Census online. Statistics New Zealand introduced an online option for the Census back in 2006. At the time, New Zealand was one of the first countries in the world to test-run an online census. There was a 7% completion rate in 2006.
10. The current voting method employed by councils in New Zealand is postal voting, a method that relies entirely on New Zealand Post providing an effective and reliable postal service. Yet our postal service is losing its credibility as fewer New Zealanders choose to communicate via post and the reduction in delivery days causes delays. During the 2016, Wellington City Council had about 667 voting packs dumped by a disgruntled postal worker.
11. Other complaints included:
 - voting documents were found lying on footpaths
 - people misused voting documents by taking them out of letterboxes
 - voting documents not received in time due to delays in delivery
 - overseas voters could not vote by mail in time
 - the voter has no way of knowing if their posted ballot has been received
12. Since the failed attempt to run a trial for the 2016 elections, we have been working actively with Society for Local Government Managers (SOLGM) and Local Government New Zealand (LGNZ) to reignite the possibility of a trial. We are pleased to see the first step in making this happen being progressed through the Justice Committee in Parliament.
13. Benefits of online voting:
 - For voters, online voting will to be easier than postal voting. In time it will be more cost effective than postal voting, as the take up increases, printing and postage costs will decrease.
 - Online voting is the **only** voting method that can provide a truly independent vote for a large number of the disability community. People with vision impairment, for example, currently require support to complete voting papers. Using screen-reading technology, online voting would allow individuals to vote independently and secretly, without the assistance of a support person. This is supported by the Wellington City Council Accessibility Advisory Group.
 - The Wellington City Council Youth Council is very supportive of online voting as it will provide a service that youth voters and potential youth voters are familiar with.
 - Online voting can also increase accessibility for linguistically-diverse communities, by providing multi-lingual voting instructions.
 - Online voting is an important opportunity to increase the participation of those electors who currently live overseas or are away from their place of residence during the voting

period. Overseas New Zealanders have expressed frustrations at having received voting papers through international mail and not having enough time to post them back in time to be counted.

Recommendation 1: Online voting

Wellington City Council agrees and support Clauses 3 to 6 which make changes to allow for online voting trial in future elections.

14. Access to Date of Birth Information

15. The security of an online voting system is paramount to implementing online voting as an alternative to postal voting. If security is breached, even within a trial setting, public confidence will be severely damaged. Public and government confidence in the security of online voting is of the utmost importance.
16. The current process of the Electoral Commission to enrol when you become eligible to vote and to register to become an elector is to collect key information, such as:
- Full name
 - Date of birth
 - Signature
 - Residential and/or postal address
 - Occupation
 - Are you Maori
 - Contact details
17. The Electoral Commission is required by law to give local councils lists of electors to compile their electoral rolls. They could make the date of birth information available to Electoral Officers only, for the purpose of conducting any election, by-election, or poll. Otherwise a second authentication process would need to be devised and this could prove to be expensive and more complicated.
18. The access to use of date of birth information as part of the authentication process to verify the elector is supported.

Recommendation 2: Access to Date of Birth information

Wellington City Council agrees and support Clauses 7 to 9 which allows for use of date of birth information

25. Supply of Age Group Information

26. The Bill proposes to amend the Electoral Act 1993 to clarify that electors' age group information may be used for the purpose of research relating specifically to participation in any election, by-election, or poll conducted under the Electoral Act 1993 or Local Electoral Act 2001.

27. The Council's communication campaigns about local elections have been well-received by the community, but have had little impact on turnout. Our last campaign urged people to enrol and stand for Council, to telling people to vote 'for the city they love. We know voter awareness was high yet we could not confirm which groups of communities turned out to not vote. Anecdotal evidence from after the elections suggests voter turnout increased where there was an exciting Mayoral race or issues-based campaign.

28. For previous campaigns we have also specifically targeted younger people and Maori, Pacific and ethnic communities, which have had low participation rates in the past.

29. The benefit of this information is:

- It allows the Council to evaluate the effectiveness of the trial of online voting using age group demographics, which can help future improvements to the design or delivery of new voting methods.
- It can provide us with information on which age groups are making use of the online voting method
- Better understand voter turnout and to tailor its efforts to improve voter engagement and participation.

Recommendation 3: Access to Date of Birth information

Wellington City Council agrees and supports Clause 11 which allows for Electoral Officers to collect age group information.

Thank you for the opportunity to submit on the Bill. The Council wishes to appear in support of this submission.

4. Operational

TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Fourteen proposed resolutions were advertised on 8 May 2018, and the public were given 18 days to provide feedback. Two were initiated by Officers/Council, eleven initiated by residents/businesses/schools, and one was initiated by other stakeholders (Greater Wellington Regional Council).
3. All feedback received during the Consultation periods has been included in the attachments of this report and, where appropriate, officer's responses have been included.
4. After reviewing the feedback received:
 - 10 proposals are being recommended for approval as advertised
 - 1 has been amended:
TR 56-18 Oriental Parade – Change of time restriction on Loading Zone
 - 3 have been withdrawn/deferred:
TR 55-18 Tinakori Road – Deferred as further consultation required
TR 66-18 Broadway – Deferred due to Cycleway improvements
TR 67-18 McFarlane Street – Deferred as further consultation required

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
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)

a.	Oriental Parade, Oriental Bay (TR 56 - 18) P10 Loading Zone and No Stopping At All Times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Oriental Parade	No Stopping, At All Times.	West side, commencing 3.5 south of its intersection with Cable Street (Grid Coordinates X=2659500.497861 m, Y=5988938.375733 m) and extending in a southerly direction following the kerbline for 27.5 metres.
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Oriental Parade	Loading Zone, P10, Monday to Friday, 6:00am - 6:00pm	West side, commencing 31 metres south of its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 18 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Oriental Parade	No Stopping, At All Times.	West side, commencing at its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 31 metres.
	Oriental Parade	No Stopping, At All Times.	West side, commencing 49 metres south of its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 22 metres.
b.	Waterloo Quay, Wellington Central (TR 57 - 18) Metered Parking		
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Waterloo Quay	No Stopping, At All Times.	Northwest side, commencing 26 metres northeast of its intersection with Whitmore Street (Grid Coordinates X=2659000.693546 m, Y=5990168.48314 m) and extending in a north-easterly direction following the kerbline for 6 metres
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Waterloo Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, commencing 15.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 10.5 metres. (2 parallel carparks)
	Waterloo Quay	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, commencing 32 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 99.5 metres. (17 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Waterloo Quay	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northwest side, commencing 15.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 116 metres. (20 parallel carparks)
c.	Arthur Street, Te Aro (TR 58 - 18) P120 Mobility Park , Monday to Sunday, 8am-6pm		
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Arthur Street (Slip Lane)	P60, Monday to Saturday, 8:00am-6:00pm	South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 29.5 metres
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Arthur Street (Slip Lane)	P60, Monday to Sunday, 8:00am-6:00pm	South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid

			Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 12.0 metres
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Arthur Street (Slip Lane)	P60, Monday to Sunday, 8:00am-6:00pm	South side, following the kerbline 143.0 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 5.5 metres
	Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Arthur Street (Slip Lane)	P120, No stopping except for vehicles displaying an operation mobility card, Monday to Sunday, 8:00am-6:00pm	South side, following the kerbline 148.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 6.5 metres
d.	Yule Street, Kilbirnie (TR 59 - 18) Mobility Park, Monday to Friday 9:00am-5:00pm		
	Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Yule Street	No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm	West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres
e.	Balfour Street, Mornington (TR 60 - 18) No Stopping At All Times		
	Add to Schedule D (No Stopping restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Balfour Street	No stopping, at all times	West side, commencing 306m south from its intersection with Farnham Street (grid coordinates X= 1,748,070.1m, Y= 5,424,252.2m), and extending in a northerly direction following the western kerbline for 30 metres.

f.	Tasman Street, Mt Cook (TR 61 - 18) Coupon Parking (Monday – Friday , 8:00am – 6:00pm)		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tasman Street	No stopping at all times	East side, commencing 48 metres north of its intersection with John Street and extending in a northerly direction following the eastern kerbline for 30 metres
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tasman Street	No stopping at all times	East side, commencing 42m north from its intersection with John Street (grid coordinates X= 1,748,698.8m, Y= 5,425,631.2m), and extending in a northerly direction following the eastern kerbline for 10 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Tasman Street	No stopping at all times	East side, commencing 61m north from its intersection with John Street (grid coordinates X= 1,748,698.8m, Y= 5,425,631.2m), and extending in a northerly direction following the eastern kerbline for 17 metres.
g.	Pirie Street, Mt Victoria (TR 62-18) Relocation of Bus Stop, No Stopping At All Times		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Pirie Street	Bus Stop At all times	South side, commencing 101 metres east of its intersection with Austin Street and extending in an easterly direction following the southern kerbline for 17.5 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Pirie Street	Bus Stop At all times	South side, commencing 101 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 13.5 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Pirie Street	No Stopping At All Times	South side, commencing 92 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 9 metres.
	Add to Schedule D (No Stopping restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Pirie Street	No Stopping At All Times	South side, commencing 114.5 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 12 metres.
h.	Mein Street, Newtown (TR 63-18) No Parking except for Drop Off /Pick Up (8.30am – 9:00am, 2.45pm – 3.15pm, During School Terms only), P60 at other times		
	Delete from the Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mein Street	P10 Monday to Saturday, 8:00am - 6:00pm	South side, commencing 33.5 metres west of its intersection with Minerva Street and extending in a westerly direction following the southern kerbline for 24.5 metres.
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mein Street	No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am,	South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m,

		2.45 – 3.15 pm, During school terms only	y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 13 metres.(3 parallel parks)
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Mein Street	P60, At other times	South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 13 metres.(3 parallel parks)
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Mein Street	P60 Monday to Saturday, 8:00am - 6:00pm	South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 11.5 metres. (2 parallel parks)
i.	Daniell Street, Newtown (TR 64 - 18) No Parking except for Drop Off /Pick Up (8.30am – 9:00am, 2.45pm – 3.15pm, During School Terms only)		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Daniell Street	No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms only	West side, commencing 42 metres north of its intersection with Daniell Street (grid coordinates x= 1,749,169.6m, y= 5,425,016.9m), and extending in a northerly direction following the western kerbline for 15 metres.
j.	Brougham Street, Mt Victoria (TR 65 - 18) Remove Mobility Park		
Remove from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Brougham Street	No Stopping except for vehicles displaying an Operational Mobility Sticker	East side, commencing 35 metres from its intersection with Armour Avenue and extending in a southerly direction following the eastern kerbline for 6 metres
k.	Nicholson Road, Khandallah (TR 26 - 18) No Stopping At All Times		
	Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Nicholson Road	No stopping at all times	West side, commencing 27 metres north of its intersection with Clutha Avenue (grid coordinates x= 1,749,950.8m, y= 5,432,201.7m), and extending in a northerly direction following the western kerbline for 21 metres.
	Nicholson Road	No stopping at all times	East side, commencing 35 metres north of its intersection with Dekka Street (grid coordinates x= 1,749,960.4m, y= 5,432,194.7m), and extending in a northerly direction following the western kerbline for 16 metres.

Background

5. Fourteen proposed traffic resolutions were publicly advertised in the Dominion Post on 8 May 2018. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
6. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. any feedback received
 - c. where appropriate, Council Officers responses to the feedback.

Attachments

Attachment 1.	TR 56-18 Oriental Parade, Oriental Bay ↓	Page 73
Attachment 2.	TR 57-18 Waterloo Quay, Wellington Central ↓	Page 80
Attachment 3.	TR 58-18 Arthur Street, Te Aro ↓	Page 84
Attachment 4.	TR 59-18 Yule Street, Kilbirnie ↓	Page 90
Attachment 5.	TR 60-18 Balfour Street, Mornington ↓	Page 93
Attachment 6.	TR 61-18 Tasman Street, Mt Cook ↓	Page 97
Attachment 7.	TR 62-18 Pirie Street, Mt Victoria ↓	Page 102
Attachment 8.	TR 63-18 Mein Street, Newtown ↓	Page 107
Attachment 9.	TR 64-18 Daniell Street, Newtown ↓	Page 112
Attachment 10.	TR 65-18 Brougham Street, Mt Victoria ↓	Page 117
Attachment 11.	TR 68-18 Nicholson Road, Khandallah ↓	Page 121

Author	Lindsey Hill, Project Coordinator
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets.

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 56 – 18

Location: Oriental Parade - Oriental Bay

Proposal: P10 Loading Zone, Monday to Friday, 6:00am to 6:00pm
No Stopping At All Times

Information: Council Officers have received a request to address traffic concerns along Oriental Parade, between the intersection of Cable Street and Wakefield Street.

The layby behind New World is currently used by a number of vehicles for various purposes. The lack of marked allocated space for parked vehicles occasionally presents a situation where moving vehicles on the road potentially can come into conflict with stationary vehicles.

Better management of the layby is provided for vehicles servicing the busy New World supermarket which is not able to fully accommodate its goods servicing activity on its own site.

The purpose of this resolution is to designate a location for vehicles to use, primarily for loading and unloading, and for improved road user safety and convenience.

Net parking gain: 1 loading zone (18m long)

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Oriental Parade	No Stopping, At All Times.	West side, commencing 3.5 south of its intersection with Cable Street (Grid Coordinates X=2659500.497861 m, Y=5988938.375733 m) and extending in a southerly direction following the kerbline for 27.5 metres.
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Oriental Parade	Loading Zone, P10, Monday to Friday, 6:00am - 6:00pm	West side, commencing 31 metres south of its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 18 metres.
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Oriental Parade	No Stopping, At All Times.	West side, commencing at its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 31 metres.
Oriental Parade	No Stopping, At All Times.	West side, commencing 49 metres south of its intersection with Cable Street (Grid Coordinates X= 1,749,477.0251 m, Y= 5,427,223.219 m) and extending in a southerly direction following the kerbline for 22 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

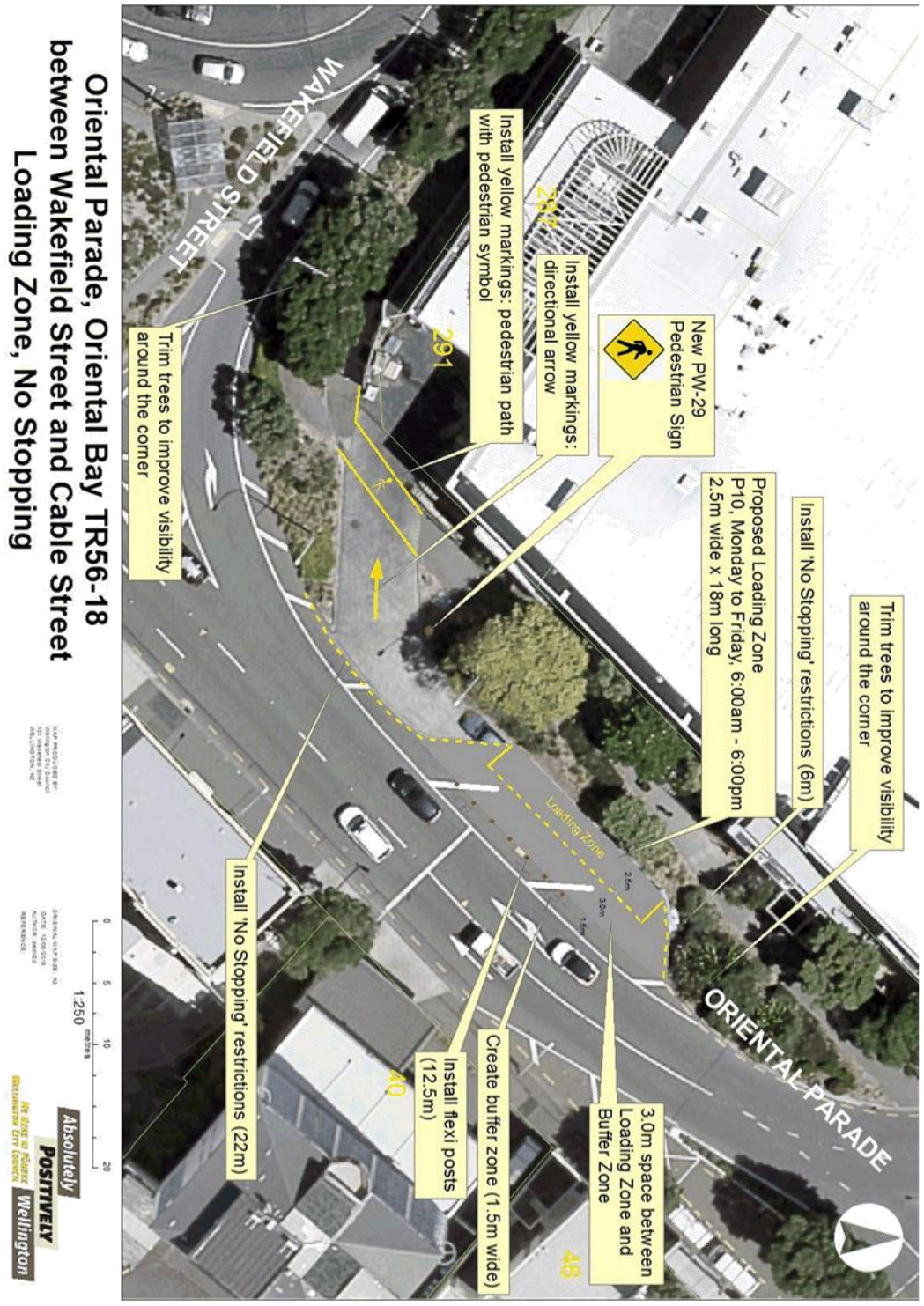
Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 11/06/18

(Intermediate Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

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Oriental Parade, Oriental Bay TR56-18
between Wakefield Street and Cable Street
Loading Zone, No Stopping

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Darryl Kirkbeck
Suburb: Oriental Bay
Agree: Not stated

I want to see a cycle lane on the wharf, cyclists race along with no respect for the walking public. I am 73, and walk most days along the wharf, one cannot hear cyclists coming from behind. How about marking an area for the cyclists to stick too. Also how about stopping the green hire bikes from using Oriental Bay foot path, they are too big, and the riders have no respect for the elderly walking public, when the new cycle way goes in, where do you propose these green machines ride on. I believe all cycles need a registration plate on the back of them, I often see them going through red traffic lights.

Officer's response:

The proposed Traffic Resolution involves parking and loading improvements along the section of Oriental Parade between Cable Street and Wakefield Street. Your suggestions fall outside the scope of this proposal. However, we appreciate your input and have forwarded it to the Council Cycling Team.

Name: Andy Thomson - President - Oriental Bay Residents Association
Suburb: Oriental Bay
Agree: Not stated

If they are working on that part of the road, I think they should close up the curb of the narrow pavement at the top of Wakefield Street, just round the corner from the Oriental Bay traffic lights. The indented curb (as used by wheelchairs) suggests a place to cross the road, and I have often seen people attempt to do so. They take their life in their hands if they actually cross there.

Officer's response:

Your suggestions are appreciated, and certainly something to consider. Rather than removing this access, we can look at ways to improve the crossing as people often use this facility.

As the suggestion falls outside the immediate scope of the proposal, we will consider it as a separate agenda.

Name: Callum Harvey - Deputy Manager – New World
Suburb: Oriental Bay
Agree: Not stated

I just have some question/feedback in regards to the Proposed Traffic resolution (TR 56-18 – Oriental Parade)

Firstly is it possible to extend the loading zone from 10mins to 30mins to give drivers more time to unload goods. The proposed 10 minutes is a very short time for drivers to unload specially when they have larger deliveries to be unloaded or if we are in a busy period. Also when we bring things from our warehouse in our own store truck it can take us longer than 10 minutes to load and unload items out of this. We also will be moving to online in August so may need a longer period of time than 10 minutes to load up our vans for this also.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Secondly will this be a loading zone at all times or just for certain hours of the day or only for certain days?

I was also wanting to know how well policed the area will be. As in weekends we have a few managers who park out that back area to help maintain the flow of the carpark on busy weekend days so will they still be able to park there at these times?

We also wondered if it is also possible that we can get an exemption to our store truck to leave it in the area parked over night as we often brings things down from our warehouse and require to leave it parked there overnight or leave it there while we unload it.

The other concern is that it may be a struggle for long rigs to enter into the loading zone due to the Flexi polls so the area may need to be made wider or adjusted. I have some feedback from Winiata our Foodstuffs drivers that I am passing on behalf of them.

Flexi post.

- Our Truck and Trailer units are 23 meters long
- These Post are not a practical option in this situation, they will inhibit our manoeuvring and cause us problems with access into this area.
- Currently we use 1.5 lanes to corner around off Cable St into Oriental Parade thus to avoid hitting the Traffic lights on the corner.
- It will also be near on impossible to enter the loading zone area via the small opening, without utilising both lanes off Cable St, a dangerous manoeuvre in itself, and then possibly running over a large percentage of the Flexi post to do so as the trailer follows into the zone.
- For us to take a Direct entry off Oriental Parade into the Inwards Goods entry point and then stop at the Pedestrian crossing while avoiding the Flexi post, we will also use the most part of both lanes on Oriental Parade, and then end up with the rear of our units combination blocking/stopping the traffic flow in defiantly one if not part of the second lane on Oriental Parade.
- Currently we can pull the unit off the roadway into the lay-by allowing traffic to flow freely past us.
- If another Truck is in the receiving area and we cannot pull safely off the road into the current lay-by area, we will end up circling via Chaffers St the delivery site which isn't an easy task being so long, especially at 14:30/15:00hrs
- **Loading Zone**
- Currently we use this area as security and as a safe drop zone for our trailer
- We park in this area between 06:00 and 07:30 while delivering out into the suburbs of Newtown and or Karori, the 10 min will prevent us doing this and the security of the some times partially loaded trailer
- Could it be possible to multi time zone the site, suggesting the 10min apply 08:00 - 17:00hrs
- Make it a clear zone tow away area 22:00hrs to 04:00hrs, Outside of normal shop hours, thus preventing the hotels using it as a free car park
- And 1 hr zone in between
- **Truck Exiting signage**
- for the approaches to your sites exit on Wakefield st warning and asking them to slow down truck exiting.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

1. The P10 time restriction refers to the maximum time a vehicle can be left unattended. Using the loading zone beyond 10 minutes is permissible as long as loading/unloading is ongoing, even if multiple trips to the delivery vehicle is required.
2. We have reduced the proposed restriction period from 'At All Times' to Monday to Friday, 6:00am-6:00pm. This permits overnight use by anyone, allowing all road users the same privilege. The use of public road should not be exclusive to any private business. Our preference is to restrict vehicle storage/overnight parking to the confines of private property.
3. Parking Services regularly patrol the area. Anyone is permitted to use the Loading Zone as long as they comply with the restrictions.
4. We have reduced the proposed length of flexi-posts from 18.5m to 12.5m to assist large vehicle movements. The flexi-posts can be further shifted, reduced or increased to better accommodate vehicles using the lay-by – we will be in contact to discuss before installation. However, the objective of the proposal is to create a safe space between working vehicles and moving traffic on Oriental Parade. We've observed small and large vehicles parked very close, or on the live lane of traffic while loading/unloading the vehicles. This is an undesirable practice. We encourage the use of your on-site service facility for your delivery requirements, particularly when using larger vehicles, and for storing truck trailers unattended.
5. We can consider the appropriateness of signage to notify approaching vehicles of trucks exiting the service area, and/or consider the trimming back of vegetation to improve forward sight distance.

We will monitor the proposed changes after implementation, and remain in contact should there be further concerns.

Name: Ellen Blake – Living Streets Aotearoa
Suburb: Not stated
Agree: Yes

We support the proposal that shows a pedestrian sign to warn truck drivers crossing the footpath. This is a good principle for all busy accessways with the onus on vehicle users to be careful.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 57 – 18**Location:** Waterloo Quay - CBD**Proposal:** Metered Parking**Information:** A former vehicle accessway at 7 Waterloo Quay has been discontinued following building works.

No Stopping restrictions have been in place to prevent vehicles blocking the former access way. As there is no longer a requirement for the no stopping restrictions, it is proposed to use the same section for public parking.

The purpose of this resolution is to convert the existing parking restriction from no stopping to meter parking.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking gain: 1 space

No feedback was received for this traffic resolution.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Waterloo Quay	<i>No Stopping, At All Times.</i>	<i>Northwest side, commencing 26 metres northeast of its intersection with Whitmore Street (Grid Coordinates X=2659000.693546 m, Y=5990168.48314 m) and extending in a north-easterly direction following the kerbline for 6 metres.</i>
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Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Waterloo Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Northwest side, commencing 15.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 10.5 metres. (2 parallel carparks)</i>
Waterloo Quay	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Northwest side, commencing 32 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 99.5 metres. (17 parallel carparks)</i>

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

Waterloo Quay	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, commencing 15.5 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748978.9 m, y= 5428456.3 m), and extending in a north-easterly direction following the kerbline for 116 metres. (20 parallel carparks)</i>
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 11/06/18

(Intermediate Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Fax: +64 4 801 3009
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PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 58-18**Location:** Arthur Street - Te Aro**Proposal:** P120 mobility park , Monday to Sunday, 8am-6pm**Information:** Council officers have received a request to provide a mobility park for the Thistle Hall Community Centre along Arthur Street.

It was confirmed with the manager of the community centre that there have been requests for a mobility park for easier access for users of the hall.

The mobility park can also be utilised by customers of the nearby businesses in this vicinity.

It is proposed to create the mobility park on the western end of the slip lane nearest the hall. The park will be installed adjacent to a P60 park due to the high parking demand in the area.

The mobility park will be restricted to Monday to Sunday 8am-6pm only.

Net parking loss: Conversion from P60 park to P120 mobility park

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

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

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Arthur Street (Slip Lane)	<i>P60, Monday to Saturday, 8:00am-6:00pm</i>	<i>South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 29.5 metres.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Arthur Street (Slip Lane)	<i>P60, Monday to Sunday, 8:00am-6:00pm</i>	<i>South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 12.0 metres.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Arthur Street (Slip Lane)	<i>P60, Monday to Sunday, 8:00am-6:00pm</i>	<i>South side, following the kerbline 143.0 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 5.5 metres.</i>

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule***Column One****Column Two****Column Three****Arthur Street
(Slip Lane)***P120, No stopping
except for vehicles
displaying an operation
mobility card, Monday to
Sunday, 8:00am-6:00pm**South side, following the
kerbline 148.5 metres west of
its intersection with Taranaki
Street (Grid Coordinates
X=2658684.89234 m,
Y=5988364.924933 m) and
extending in a westerly
direction for 6.5 metres.*Prepared By: **Orencio Gueco****(Area Traffic Engineer)**Approved By: **Steve Spence****(Chief Transport Advisor)**Date: **11/06/18****WCC Contact:**Orencio Gueco
Area Traffic Engineer
Networks - Transport and Waste Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 8287
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Email: orencio.gueco@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Virginia Keast - Never Stop Dancing
Suburb: Wellington Central
Agree: Not stated

I run dance fitness classes at Thistle Hall 3 mornings every week. I think that a P120 mobility park on Arthur Street is a good idea and fits with Thistle Hall being an accessible community venue, although I actually think that a P90 mobility park would also work.

I actually think that all of the parks along the laneway adjacent to Arthur Street should be P90s. Thistle hall is a community venue that receives council funding. As a community venue it is a place where Wellingtonians can undertake lots of different types of activities and classes, which is fantastic – the sign of a healthy and inclusive community. Most regular classes and activities carried out at Thistle Hall are for 60 minutes. My experience with parking around Thistle Hall is that it is extremely tightly policed – the people who attend my classes regularly have the tyres on their cars chalked as soon as they have stopped their engines – often before they have left the vehicle. If you come to Thistle Hall for a 60 minute class, and the parking is for 60 minutes, then it becomes almost impossible for people to arrive, sign in, do the class, collect their belongings, visit the toilets, and get to their cars and move them within the timeframe allowed. Often the parking wardens are standing outside Thistle Hall after my classes, just waiting for people to fail at this endeavour. These difficulties are compounded for older persons attending classes at Thistle Hall, or mothers with babies or young children – I assume the mobility park would not be available for either of these groups as long as they are physically able. While on the one hand the council subsidises Thistle Hall and other community venues, it then takes with the other hand by dishing out parking tickets to anyone who attends a class for 60 minutes. Having P90 parks all the way along the Arthur St laneway (or at the very least at the Thistle Hall end of the laneway) would alleviate this issue, and give people plenty of time to enjoy activities at Thistle Hall, without parking being a significant barrier. It would also be helpful for those of us who run classes at Thistle Hall, who often have to do set up and pack up activities either side of their classes, which makes having to pay parking tickets a regular and inevitable hidden cost of using the venue over and above the hire fee.

I think the arguments for having a P90 or P120 mobility park on Arthur St would be largely the same as the argument for changing all of the parking on that laneway to P90 parking.
Thank you for the opportunity to make a submission.

Officer's response:

Thank you for your submission supporting the installation of a mobility park on the Arthur Street sliplane near the Thistle Hall Community centre. The park will enable mobility users easier access to the hall and also, to other nearby facilities on Arthur Street and Cuba Street.

Thank you also for your comment on the need to convert several P60 parks along Arthur Street to P90.

We note that you have previously requested for P90 parks in the area (enquiry 2463118 dated 30/5/16). This was investigated by a traffic engineer resulting in the conversion of several parks along Cuba Street in front of the Thistle Hall to P90 parks. This was approved by Council last November 2017 and the sign changes made shortly after.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We believe you understand that parking here is a premium because of the many different activities along Cuba Street and Arthur Street. Council has to balance the parking restrictions catering to a wide mix of on-street parking demands in support of the various businesses and services in the area. We also have to provide shorter time limit parks to allow for turnover.

At this stage, we will not propose any further changes to the time restrictions in the vicinity.

Name: Ellen Blake, Living Streets Aotearoa
Suburb: Not stated
Agree: Yes

We support the mobility park provision but would like to see this be a 24 hour park.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 59-18**Location:** Yule Street - Kilbirnie**Proposal:** Mobility park, Monday to Friday 9:00am-5:00pm**Information:** Council officers received a request from the daughter of the resident at 4 Yule Street to provide a mobility park outside the property. There is no off - street park currently available to facilitate mobility.

The family have an elderly mother requiring regular visits to the doctor due to various illnesses. At present, they are experiencing difficulty finding a nearby available park, when picking up or dropping her off to and from the house. The elderly mother, who has mobility issues, is often required to walk a distance to her home. This is primarily due to a high demand for commuter parking in the area.

A petition was signed by the adjacent neighbours in support of this request.

The proposal is to install a mobility park Mon-Fri 9am-5pm only. The park will be unrestricted outside of these days and hours. A mobility ramp has not been requested as the mother is able to walk slowly and without the use of a wheelchair.

Net parking loss: Conversion from unrestricted park to mobility park

No feedback was received for this traffic resolution.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Yule Street	<i>No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm</i>	<i>West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres.</i>

Prepared By: Orencio Gueco

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 11/06/18

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 60 – 18

Location: Balfour Street - Mornington

Proposal: No stopping at all times

Information: Officers have received a request to install 30m of No Stopping restrictions on the western side of Balfour Street starting south of the pedestrian access (outside no. 78 Farnham Street).

This restriction is a condition of the Resource Consent for the new development at no.23 Balfour street. The access to the property will be via a 'legal' pedestrian path across nos.74-78 incl. The proposed restriction will improve visibility for access/egress to the path where it meets the road. The restriction will also improve visibility on the bend for vehicle users and enables drivers to remain on their side of the road.

Council officers, therefore recommend the installation of 30m of No Stopping and as per plan attached.

Net parking loss: 5 parking spaces

Key Dates:

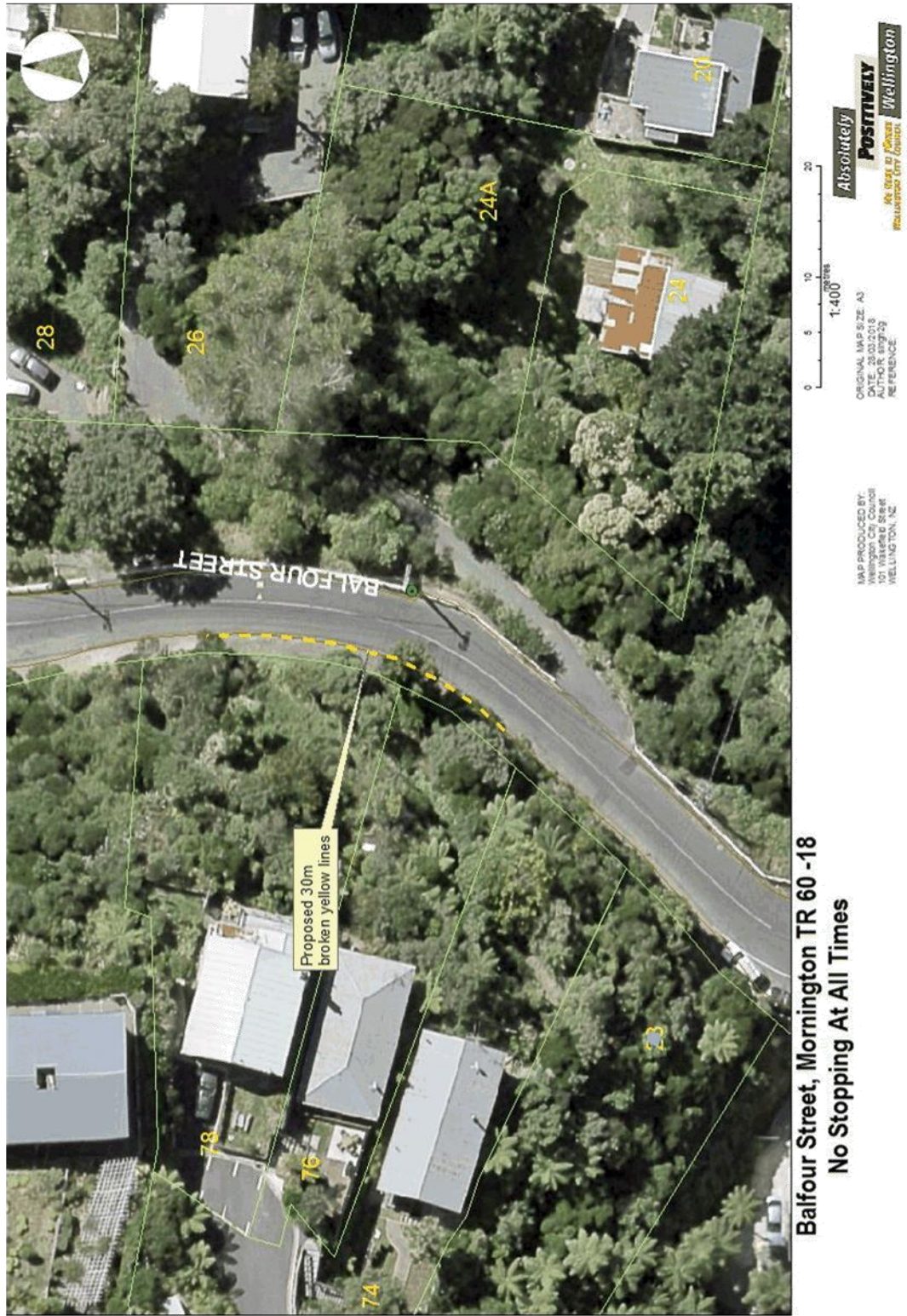
- 1) Advertisement in the Dominion Post Newspaper 8 May 2018
- 2) Feedback period closes. 25 May 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 21 June 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping restrictions) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Balfour Street	<i>No stopping, at all times.</i>	<i>West side, commencing 306m south from its intersection with Farnham Street (grid coordinates X= 1,748,070.1m, Y= 5,424,252.2m), and extending in a northerly direction following the western kerbline for 30 metres.</i>

Prepared By: **Gagandeep Singh****(Area Traffic Engineer)**Approved By: **Steve Spence****(Chief Transport Advisor)**Date: **11/06/18****WCC Contact:**

Gagandeep Singh
Area Traffic Engineer
 Transport Group – Network Operations
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington
 Phone: +64 4 803 0294
 Fax: +64 4 801 3009
 Email: gagan.singh@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Ellen Blake, Living Streets Aotearoa
Agree: Yes

We support this proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 61 – 18
- Location:** Tasman Street - Mt Cook
- Proposal:** Coupon Parking
(Monday – Friday , 8:00am – 6:00pm)

Information: It has been brought to officer's attention that the vehicle crossings to no.191 & no.193 Tasman Street are no longer used. These vehicle crossings were used to provide access/egress to the garages. However these garages have now been converted to bedrooms and council officers believe there is an opportunity to increase on-street parking in this area.

Currently there are No Stopping restrictions installed in front of the two crossings. The proposal is to therefore remove nine metres of No Stopping and replace with two Coupon Parking spaces. The proposal will result in the overall increased parking availability in the area.

Parking gain: 2 Coupon Parking spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Tasman Street	No stopping at all times	East side, commencing 48 metres north of its intersection with John Street and extending in a northerly direction following the eastern kerbline for 30 metres

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

Column One	Column Two	Column Three
Tasman Street	No stopping at all times	East side, commencing 42m north from its intersection with John Street (grid coordinates X= 1,748,698.8m, Y= 5,425,631.2m), and extending in a northerly direction following the eastern kerbline for 10 metres.

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

Column One	Column Two	Column Three
Tasman Street	No stopping at all times	East side, commencing 61m north from its intersection with John Street (grid coordinates X= 1,748,698.8m, Y= 5,425,631.2m), and extending in a northerly direction following the eastern kerbline for 17 metres.

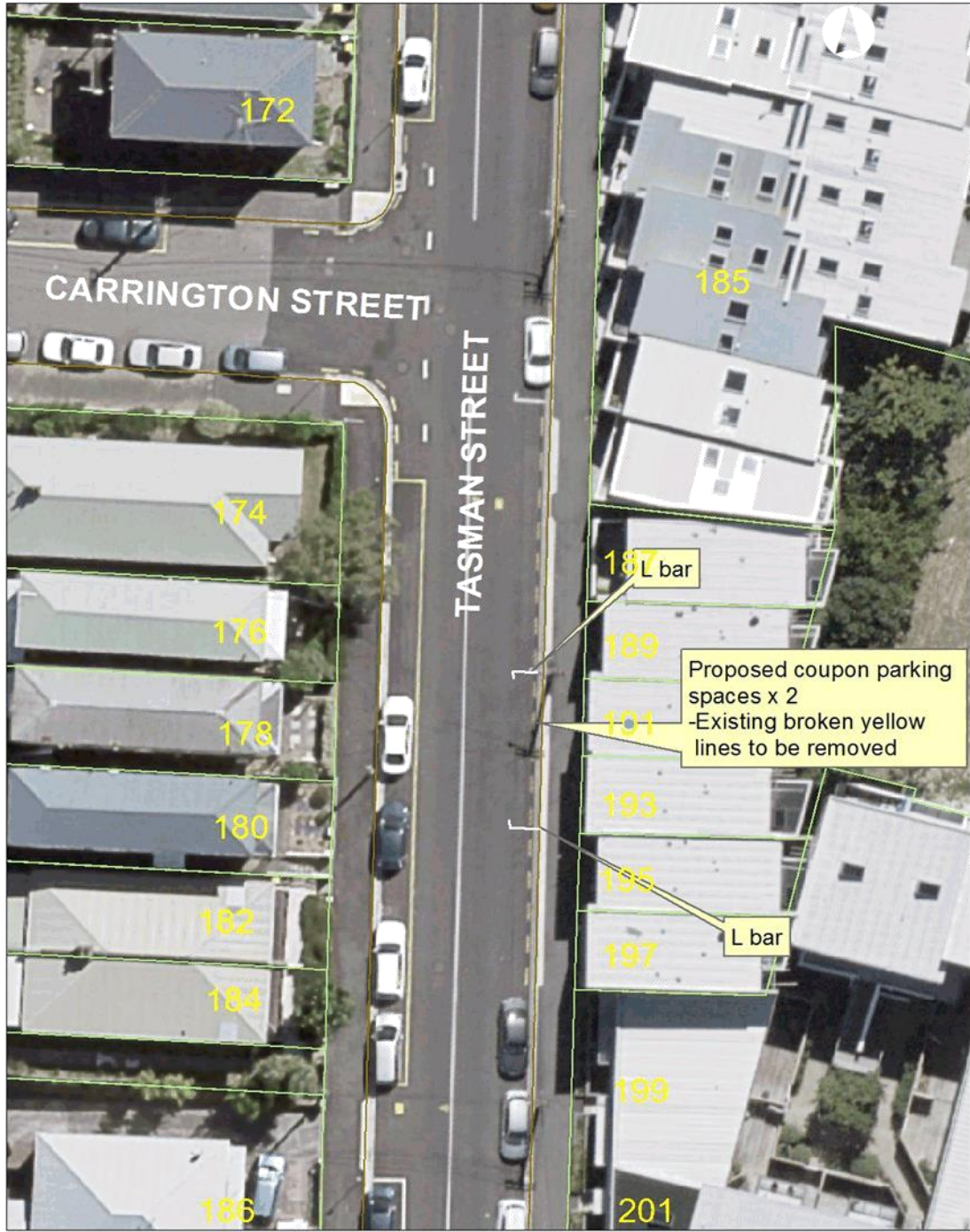
PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Gagandeep Singh (Southern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 11/06/18

WCC Contact:

Gagandeep Singh
Southern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
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Email: gagan.singh@wcc.govt.nz



Tasman Street, Mt Cook - TR61-18
Coupon Parking (Mon-Fri, 8am - 6pm)

MAP PRODUCED BY:
Wellington City Council
101 Vauxhall Street
WELLINGTON, NZ



ORIGINAL MAP SIZE: A3
DATE: 28/06/2018
REFERENCE:
Absolutely Positively Wellington
We Know It Takes Wellington City Council

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Carol Comber - Mt Cook Mobilised
Suburb: Mt Cook
Agree: Yes

Thanks for this notification which we discussed at our meeting on Sunday 6 May. From a Mt Cook Mobilised perspective, we fully support this traffic resolution, and we thank whoever brought this to Council's notice.

Name: Victoria Porter
Suburb: Mt Cook
Agree: Yes

However I would request that the Council: a) Complete the existing road markings for parking. The parking outside/between 199 and 197 is still missing a closing L bar (see your map provided - no L bar shown) and various other spots along both the odd and even side of the road have L bars missing, i.e. they have only one out of the two required to denote the area in which cars can park. b) The Council standardise the way they denote/mark out spaces, at least within the same street. You are suggesting L bars for the new spaces on the odd side of the road, but on the even side, instead of just L bars, there is a line parallel to the pavement joining the two ends (see the picture you have provided). I do not know what the Council's terminology for this type of road marking is, but let's call it 'fully enclosed spaces' for now. This style of 'fully enclosed spaces' is used on the even side for both residents and parking coupon spaces. All along Tasman Street there is a mix of the two styles and several spots where there are no L bars, 'fully enclosed spaces' or yellow dotted lines. Are these spaces where people can park without coupons/permits, spaces in which people cannot park or are coupons /permits required even though they are not marked out in any way? You need to pick a style and stick with it. Make it clear to everyone, especially visitors to the area, who at present could be easily caught out by the unnecessarily confusing mix of markings. You have a style guide for your communications, that clearly sets out fonts, spellings, preferred phrases and terminology, etc. You should be able to set a style for marking out on road parking spaces and stick to it. My only other concern/thought is how easy it would be for a future owner of the property, wishing to reinstate the garage, to get the on road parking space outside their property, blocking their garage entry removed.

Officer's response:

The current proposal is to implement parking changes on Tasman Street, which is not directly related to the matter you have raised. If the property owners decide to use the space as garage, they would have to apply to council and will be assessed at that time. L bars are usually installed on property owner's request and are installed time to time where needed.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 62 – 18**Location:** Pirie Street - Mt Victoria**Proposal:** Relocation of Bus Stop, No stopping at all times.

Information: It has been advised by the bus operator to Greater Wellington Regional Council (GWRC) that passengers experience difficulty when they board/alight the buses from the bus stop on Pirie Street (7029 near #106 Pirie Street). This is due to the absence of footpath adjacent to the bus stop. The only space available to the passengers when they board / alight from the bus is via the stairs which provides access to and from no.110 and no.110A.

It is desirable that a kerb buildout be constructed allowing passengers to safely board/alight at the bus stop. In addition, it is also proposed to relocate the bus stop to the west for a distance of 3.5metres to align with the proposed kerb buildout. No Stopping restrictions are also required for a distance of 9 metres on the departure side of the bus stop to facilitate buses to pull out more easily.

This resolution also confirms 12 metres of existing No Stopping on the approach side of the bus stop

Council officers, therefore propose 9 metres of No Stopping restrictions in addition to relocating the bus stop and as per plan attached.

Parking Loss : 1- 2 Coupon parking spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Pirie Street	<i>Bus Stop At all times</i>	<i>South side, commencing 101 metres east of its intersection with Austin Street and extending in an easterly direction following the southern kerbline for 17.5 metres.</i>

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

Pirie Street	<i>Bus Stop At all times</i>	<i>South side, commencing 101 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 13.5 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Pirie Street	<i>No Stopping At All Times</i>	<i>South side, commencing 92 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 9 metres.</i>
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Add to Schedule D (No Stopping restrictions) of the Traffic Restrictions Schedule

Pirie Street	<i>No Stopping At All Times</i>	<i>South side, commencing 114.5 metres east of its intersection with Austin Street (Grid coordinates X= 1,749,619.8m, Y= 5,426,540.2m), extending in an easterly direction following the southern kerbline for 12 metres.</i>
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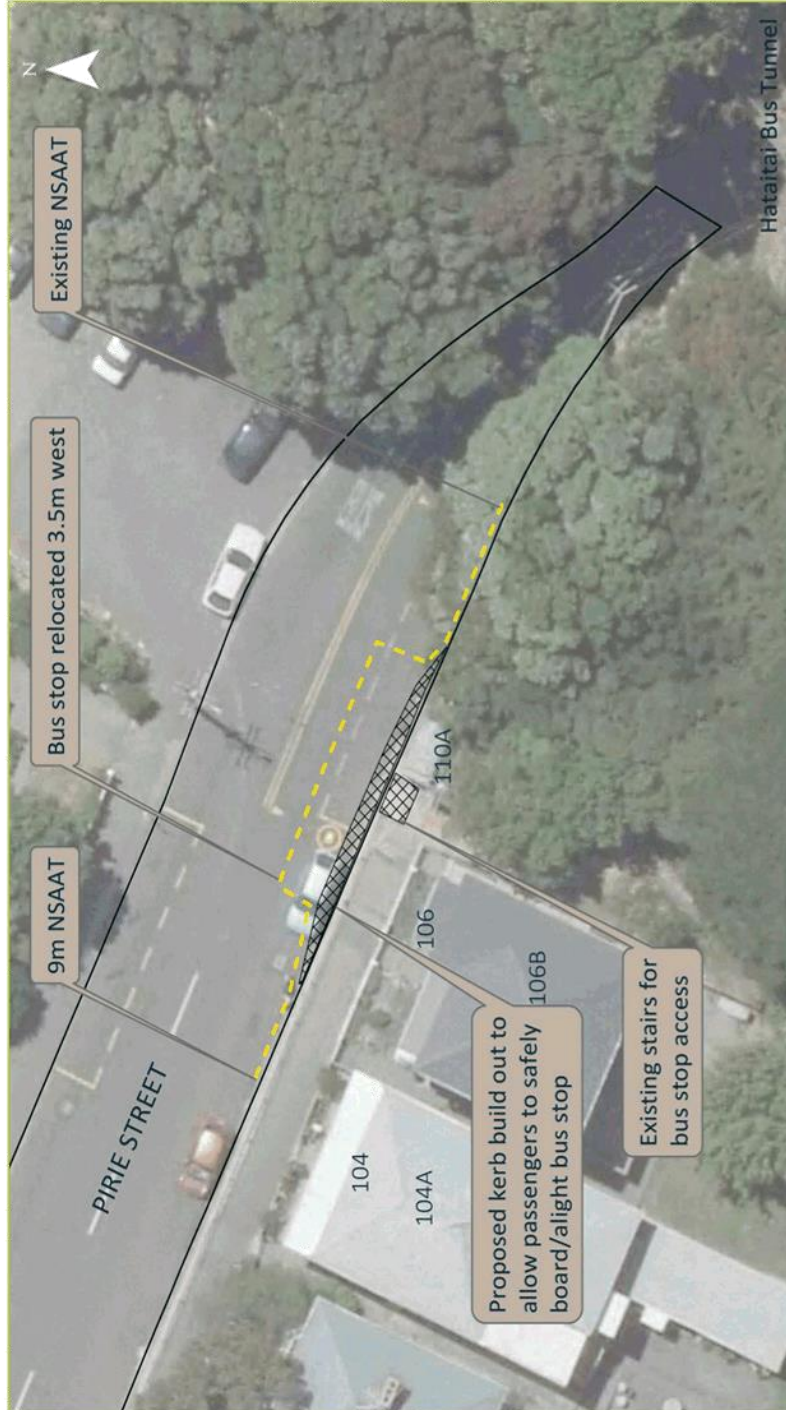
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Gagandeep Singh** **Southern Area Traffic Engineer**
Approved By: **Steve Spence** **(Chief Transport Advisor)**
Date: **11/06/18**

WCC Contact:

Gagandeep Singh
Southern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



SCALE: 1:250
DRAWN BY: SMCNEILL
DATE DRAWN: 03/08/2017

**PIRIE STREET (NEAR 106) #7215
PROPOSED BUS STOP LAYOUT**



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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Ellen Blake, Living Streets Aotearoa

Agree: Yes

We support this proposal to create a better footpath space and bus stop area.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 63 – 18

Location: Mein Street - Newtown

Proposal: No Parking except for Drop Off /Pick Up
(8.30am – 9:00am, 2.45pm – 3.15pm, During School Terms only)
P60 at other times

Information: Council officers have been contacted by the school regarding lack of suitable parking for the parents to pick up/drop off their children during peak times. The locations used for pick up/drop off are on Daniell and Mein Streets.

The School has an entrance on Mein Street and there is short term parking available on the western and eastern side of the entrance. However being relatively close to the Hospital and other businesses, these spaces are occupied most of the time. Parents are forced to stop in the middle of the road causing delays, congestion and pedestrian safety concerns.

Council officers have taken this opportunity to review the existing parking restriction associated with the school peak times for drop off and pick up. It is therefore proposed to convert three(3) of the (5) five P10 parking spaces on the eastern side to Drop Off/Pick Up .Outside those times, it is proposed to increase the current time restriction from P10 to P60 to provide greater use and convenient use of these parking spaces.

Net parking loss: None

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description***Delete from the Schedule A (Time Limited) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Mein Street	P10 Monday to Saturday, 8:00am - 6:00pm	South side, commencing 33.5 metres west of its intersection with Minerva Street and extending in a westerly direction following the southern kerbline for 24.5 metres.

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mein Street	No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms only	South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 13 metres.(3 parallel parks)

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mein Street	P60, At other times	South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 13 metres.(3 parallel parks)

PROPOSED TRAFFIC RESOLUTION

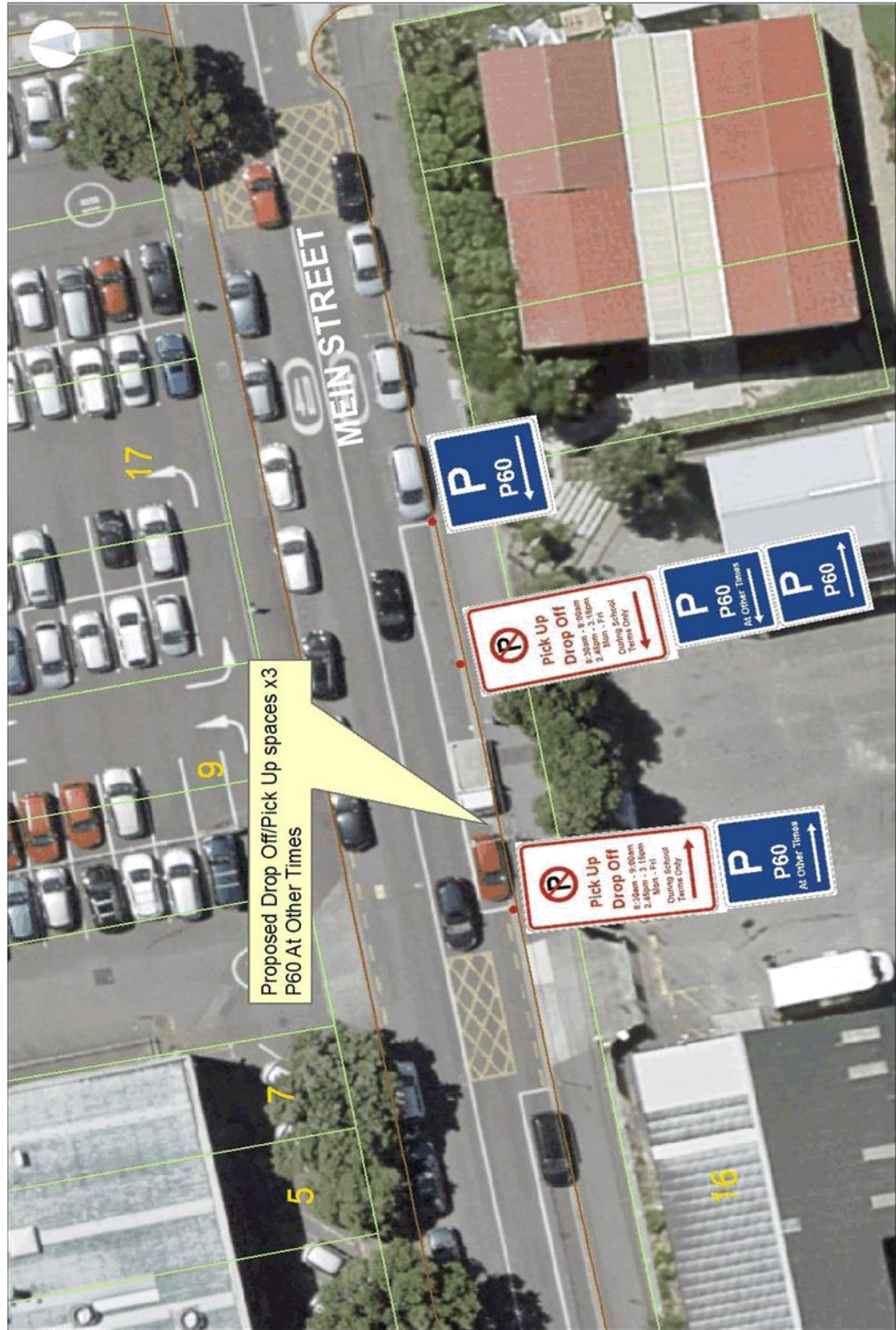
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Mein Street	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 33.5 metres west of its intersection with Minerva Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), extending in a westerly direction following the southern kerbline for 11.5 metres. (2 parallel parks)</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **11/06/18**

WCC Contact:
Gagandeep Singh
Southern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294
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Proposed Drop Off/Pick Up spaces x3
P60 At Other Times

Mein Street, Newtown TR 63-18
No Stopping Except For Drop Off/Pick Up
(Mon-Fri, 8:30am - 9am, 2:45pm - 3:15pm,
During School Terms Only)
P60 At Other Times

MAP PRODUCED BY:
Wellington City Council
101 Wellington Street
WELLINGTON, NZ

ORIGINAL SCALE: 1:0
A4 CHECK MAPS
REFERENCE

ABSOLUTELY
Positively
Wellington City Council

PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Name: Ellen Blake, Living Street Aotearoa
Agree: Yes

We would prefer that more thought was given to this proposal to encourage walking to school with pedestrian priority and vehicle free areas around school gates. Please consider a travel plan for this school prior to giving vehicles priority at the school gate.

Officer's Response:

We are working with both schools to encourage more students to walk, scoot and bike to school, even if only for part of the journey. These drop off areas aim to improve safety concerns around the school gate and remove some of the congestion (by letting parents drop off children on Daniell St) making it safer for children to walk. One of our goals is to create an alternative for parents not quite ready to let children walk the whole way to school on their own. The walk through Mercy Park is a nice way for younger students to start gaining some independence. We will continue to work with both schools to increase active travel to school.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 64 – 18**Location:** Daniell Street - Newtown**Proposal:** No Parking except for Drop Off /Pick Up
(8.30am – 9:00am, 2.45pm – 3.15pm, During School Terms only)**Information:** Council officers have been contacted by the school regarding lack of suitable parking for the parents to drop off/pick up their kids during peak times. The locations used for pick up/drop off are on Daniell and Mein Streets.

Entrance to the school is also by Mercy Park on Daniell Street and many parents use this location to drop off/pick up their kids. Currently cars are parking for longer periods reducing the availability of parking on Daniell Street. Parents are forced to park on the footpath and sometimes in the middle of the road. This causes delays, congestion and traffic safety issues. Furthermore Newtown School is undergoing expansion and it is expected that the student numbers will increase. The need for drop off/pick up parking restriction on Daniell Street is therefore an appropriate request to facilitate an improved parking and safety in this area.

Council officers propose to create a drop off/pick up area consisting of three (3) parking spaces and as per plan attached.

Net parking loss: Nil

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

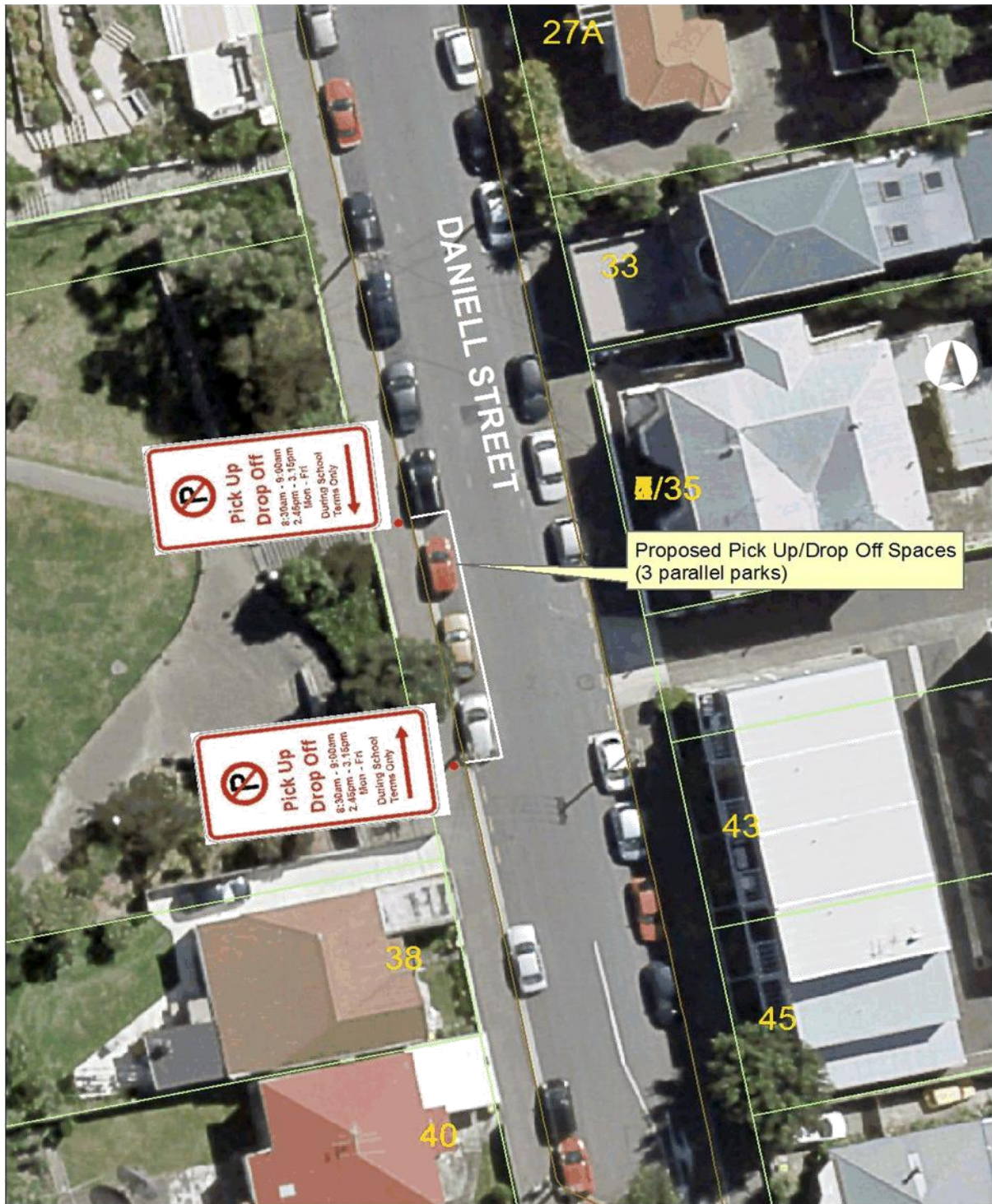
Legal Description:

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

Column One	Column Two	Column Three
Daniell Street	<i>No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms only</i>	<i>West side, commencing 42 metres north of its intersection with Daniell Street (grid coordinates x= 1,749,169.6m, y= 5,425,016.9m), and extending in a northerly direction following the western kerbline for 15 metres.</i>

Prepared By: Gagandeep Singh (Southern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 11/06/18

WCC Contact:
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Daniell Street, Newtown TR 64 -18
No Parking Except For Pick Up/Drop Off
(Mon-Fri, 8:30am - 9am, 2.45pm - 3.15pm,
During School Terms Only)

0 4.25 8.5 17
metres
1:200

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 29/03/2018
AUTHOR: amh/2g
REFERENCE:

Absolutely
POSITIVELY
We Know as Pōneke
Wellington City Council **Wellington**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Kariba McGinn
Suburb: Newtown
Agree: No

I cannot stress enough how difficult the parking on Daniell St already is for residents. The proposed change will eliminate parks that are hard to find already. Residents are having to park blocks away from their own homes currently as parks are used by staff at the hospital and school at all times of the day.

Officer's response:

While we agree that the parking demand is quite high in Daniell Street, this proposal is to assist the school and to reduce congestion on Mein Street. Since these restrictions are only short term, residents can park outside the restrictions. The council can look at options of extending residents parking on Daniell Street to increase parking spaces for residents, if a request is made.

Name: Nicole Mudgway
Suburb: Newtown
Agree: No

This email constitutes my submission in relation to the proposed traffic resolution for Daniell Street.

As a resident of Daniell Street, I am unsupportive of the proposal to create a drop off/pick up area for the school, essentially eliminating three of the car parks on my street.

Already I experience huge difficulty in finding a car park on Daniell Street and usually find myself parking in neighbouring streets. I work in the CBD and either walk/bus in, so my car remains out in Newtown during the day. I need a car though, because I have various sporting commitments at night and obviously for other personal purposes. Daniell Street is a highly condensed residential street with a number of houses containing multiple families/people and subsequently multiple cars. There is already limited parking on the street, especially with the hospital also being right there. My house has a garage, but people constantly park in front of it (further recognising the lack of parking available to residents) meaning that it is risky to actually park in the garage because I never know whether I will be able to get out when required.

The fact that I work full time (as does everyone that I live with) means that although the proposal is not to *remove* the three parks permanently, it is going to have that effect on us because we will never be around during the day to move our cars to meet those time frames. We will therefore be unable to ever park there and it is obviously unreasonable to expect other residents who *could* park there to actually park there, leaving other spots in the street free for those who work full time.

I am not sure what other options exist to solve to the drop on / drop off area for the school, but it seems to me that with the recent upgrades going on in and around the school, a better solution could be provided for both the parents of the school children (/ even the hospital) than to just strip residents of Daniell Street of their parks. Perhaps if there is no way around it and the proposal does go ahead, the council could look into providing more residents parking along Daniell Street.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Officer's Response:**

While I agree that these parks would not be useful to people who don't use their cars during the week, they would be available in the weekends and in the evenings for those attending sporting activities. Also they would be more readily available for those residents who do use their car to commute to 9-5 jobs as the parks would not be useful for hospital staff or commuters from out of Newtown.

If you would like to have L bars/ broken yellow lines across your garage to allow clear access/egress, please contact us in the future and we can investigate.

Name: Ellen Blake, Living Street Aotearoa

Agree: Yes

We would prefer that more thought was given to this proposal to encourage walking to school with pedestrian priority and vehicle free areas around school gates. Please consider a travel plan for this school prior to giving vehicles priority at the school gate.

Officer's Response:

We are working with both schools to encourage more students to walk, scoot and bike to school, even if only for part of the journey. These drop off areas aim to improve safety concerns around the school gate and remove some of the congestion (by letting parents drop off children on Daniell St) making it safer for children to walk. One of our goals is to create an alternative for parents not quite ready to let children walk the whole way to school on their own. The walk through Mercy Park is a nice way for younger students to start gaining some independence. We will continue to work with both schools to increase active travel to school.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 65-18

Location: Brougham Street - Mt Victoria

Proposal: Remove mobility park

Information: WCC officers have received information advising that the existing mobility park outside of the property at no.111 Brougham Street is no longer used.

The mobility park was requested by ACE House after-care facility several years ago. The facility has recently vacated the premises.

It is proposed to convert the mobility park into a coupon park similar to the adjacent parking restrictions on the street.

Net parking loss: 0 – conversion from mobility park to coupon park.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Remove from Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Brougham Street	<i>No Stopping except for vehicles displaying an Operational Mobility Sticker</i>	<i>East side, commencing 35 metres from its intersection with Armour Avenue and extending in a southerly direction following the eastern kerbline for 6 metres</i>

Prepared By: **Orencio Gueco**
 Approved By: **Steve Spence**
 Date: **11/06/18**

(Area Traffic Engineer)
 (Chief Transport Advisor)

WCC Contact:

Orencio Gueco
 Area Traffic Engineer
 Networks - Transport and Waste
 Operations
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington
 Phone: +64 4 803 8287
 Fax: +64 4 801 3009
 Email: orencio.queco@wcc.govt.nz





Feedback Received:

Name: Keith Walsh
Suburb: Mt Victoria
Agree: Yes

This mobility parking spot is no longer required for its original purpose of serving the Ace House and would be better used for coupon or residential parking. Perhaps some provision could be included for this spot to be automatically re-converted back to mobility parking at some point in the future (if it is needed), since the community was able to get along so well with it being used as such for many years.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 68 – 18

Location: Nicholson Road - Khandallah

Proposal: No Stopping At All Times

Information: Several site visits at various times to investigate the concerns raised by residents have been made. Contact with Greater Wellington Regional Council regarding future bus services on Nicholson Road has also been undertaken.

The proposal for no stopping restrictions addresses the concerns of parked cars on the bend and reduced sightlines, and also takes into account the future scheduled bus travel along Nicholson Road.

The proposal takes into account the current travel patterns on Nicholson road in the day, and in the evenings when on street parking is greatly reduced.

On bends in the road, vehicle paths, especially trucks and buses, are considerably wider than cars. The no stopping treatment proposed takes this into account.

Informal consultation has been undertaken with residents and Ward Councillors.

The proposed no stopping restrictions are shown on the attached plan.

Net parking loss: 3 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Development Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Nicholson Road	<i>No stopping at all times</i>	<i>West side, commencing 27 metres north of its intersection with Clutha Avenue (grid coordinates x= 1,749,950.8m, y= 5,432,201.7m), and extending in a northerly direction following the western kerbline for 21 metres.</i>
Nicholson Road	<i>No stopping at all times</i>	<i>East side, commencing 35 metres north of its intersection with Dekka Street (grid coordinates x= 1,749,960.4m, y= 5,432,194.7m), and extending in a northerly direction following the western kerbline for 16 metres.</i>

Prepared By: Charles Kingsford (Principal Traffic Engineer / Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 11/06/18

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Nicholson Road, Khandallah TR-68-18
No Stopping At All Times

MAP PRODUCED BY:
Wellington City Council
100 Waiwairua Street
WELLINGTON, NZ

0 4.25 0.5 17
metres

1:200

ORIGINAL MAP SIZE: A3
DATE: 18 04 2018
AUTHOR: MHP/S
REFERENCE:



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
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Submitter: Paul Tipping
Suburb: Khandallah
Agree: Yes

Strongly support. The sooner it's done the better.

Submitter: Shayne Venn
Suburb: Khandallah
Agree: No

Hello and apologies for ticking the 'NO' box but we are in partial support but have a number of ongoing issues but a practical alternative for due consideration. Firstly, we applaud the WCC and its Councillors for seriously looking into the current issue however I do not feel, nor do a number of Nicholson Road residents, this goes far enough to alleviating the issue rather than bottle necking it in alternative locations on Nicholson Road between Boxhill and Clutha Avenue. We are aware the majority of the congestion and minor road incidents including crashed which do involve and/or impact the parked cars is due to residents without a public transport service nearby parking on Nicholson Road for the convenience of train and bus routes. As there is also a proposal for a bus route to now take in Nicholson at the given location and with all residents having off street parking then the logical solution would be to simply dotted yellow line one continuous side of the road. For example Nicholson Road from Boxhill to Clutha Ave on the Khandallah Village or as I call it north side of the road. The other alternative is to make it residents parking only but then it is difficult to patrol but still would pose an issue in terms of congestion and not addressing the narrowing of the road and causing grid locking where vehicles meeting the middle compounded when a bus route is set to travel the route too. I am unsure if the proposed bus route is to be both ways if so there will be major issues when the pass in this stretch of road, as we now see with trucks and large vans and cars - all day long. Since this consultation commenced I have seen 4 further vehicles missing wing mirrors and or minor damage to the front and/or rear. Again we applaud the investigation and proposal but would appreciate it being given further thought in terms of issue alleviation, not partial fix ultimately moving the issue further up the road itself.

Submitter: Caroline Rieger
Suburb: Khandallah
Agree: No, proposal does not go far enough

Parking Submission Reference: TR68-18 Tena koutou 1 I, along with my husband, wish to make a submission on the proposed traffic resolution for Nicholson Road, Khandallah (reference TR68-18). 2 My main submission is that I support the changes being made however this should be viewed as an objection as I do not believe the proposal goes far enough to address the issues residents are experiencing in terms of the safety concerns eventuating from the parking on the street. Our interest in the proposal 3 I am a resident of Nicholson Road. My husband and I purchased our home at number 10 approximately 4 years ago. Our home is three houses up on the left from where the map in the consultation document ends. We purchased our home after living on Devon Street in Aro Valley for a number of years. As you may or may not be aware Devon Street is one of the steepest narrowest two way streets in Wellington so we experienced parking issues for a number of years. 4 One of the main attractions for us purchasing our property was the family friendly nature of Khandallah, the proximity to the village, community feel and being a safe open space for us to raise our family. 5 In the time we have been living on Nicholson Road we have seen a major change to the parking situation on the street which has in turn caused major safety issues for us when driving to and from our home and when walking my two children on our

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street. The safety issues do not just impact us but all residents and users of the road. 6 Our home is a family home and income and we have a tenant living at the rental unit, he is reliant on street parking for his vehicle. The issues residents are experiencing 7 In our view, there are two main causes of safety (and nuisance) issues, being: 7.1 The large number of commuters who drive to the lower end of Nicholson Road to park on the street and then walk to Boxhill train stop a short 1 minute walk away. They use the street as free all day parking and cram as many cars into areas that are not (or should not be) parks as possible. This in turn causes cars travelling down the street to turn into the spaces left (driveways) to give way to oncoming traffic as you cannot have two cars driving down the road in opposite directions at the same time. People pulling into driveways in itself is a safety hazard. Many people on our street have children who now consider are not safe to play near the driveway. 7.2 When the commuters clear the road it becomes a wide thoroughfare which people go at speed down. My husband and I often sit in our lounge (which is set far back from the road) and comment on the speed at which we can hear the cars driving. In addition we witness this when in our garden. 8 To elaborate on my point of people parking in parks that should not be parks I will give you the most noticeable example for us. About 3 and half years ago road works were done just outside our home. During that process the road workers amended the driveway access to our home without consultation (meaning that our driveway access no longer lines up with the concrete access to our property — this is an aside issue however). When they did this it created enough space for a small car to park between number 10 and number 8, however if a car parks there and cars are parked on the other side of the driveways it leaves a very very small space and no sight lines for residents backing out of their properties. This results in a game of Russian roulette as to who will be driving down the street, how fast they will be going when you back out and whether you will back into someone. I believe this cannot legally be a park as is does not leave a metre either side of either driveway which is required by the New Zealand Road Code. Safety first 9 The most important consideration needs to be the safety. Car parks needs to be a secondary concern. With the proposal to have buses going down the street real thought needs to be put into this solution. The current solution is not sufficient. Suggestions to address the issues 10 I have a number of suggestions as ways to address the issues, which go further than what is proposed. I explore each of these further below. 10.1 More yellow lines. 10.2 Speed bumps on the road to slow traffic 10.3 Time limiting parking spaces during the week days. More Yellow lines 11 I appreciate that this impacts the number of parking spaces however in my view safety should take precedence over this. More yellow lines will increase the sight lines and provides space for people to pull over to give way to oncoming traffic without the need for them to pull into drive ways. My suggestion would be yellow lines between numbers 12 and 10 on the left hand side. We recently had Road workers put cones on this part of the street (which were left for a number of days with no road works taking place) and it made an enormous impact to the sight lines, flow of traffic on the street and to elevating the safety issues that we have been experiencing. I would also request that the space between number 8 and number 10 have yellow lines placed on it to indicate clearly that you cannot legally park there. Speed bumps on the road to slow traffic 12 Speed bumps to slow traffic are pretty self-explanatory. If there are yellow lines traffic will speed up. Cars already speed when the commuter parkers are not there and it is essential to slow down this traffic. Agra Crescent has speed bumps and the last speed bump is the exact same distance from the village as the lower end of Nicholson Road. It is also a 30km zone. Time limiting parking spaces during the week days 13 Making the parks on the street four hour limited parks Monday to Friday from 8am-5pm (for example). This would stop the commuter parkers, while still enabling residents on the street to have visitors park on the road and those using the village to have parking. There would need to be an exemption available to residents who do not have off street parking and are therefore reliant on parking on the street. Next steps 14 Thank you for considering this submission. Unfortunately it is not as articulate as I would have liked and I'm sure there are a lot of options available that I haven't explored but these are just some I could think of in the time I had. 15 In my view further thought to the solutions need to be given and I would welcome an opportunity to discuss my submission,

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answer any questions or be involved in any further discussions around this issue. Many thanks Caroline and Antony Rieger.

Officer's response to submitters

The proposal for no stopping restrictions addresses the concerns of parked cars on the bend adjacent to 16-22 and opposites and reduced sightlines, and also takes into account the future scheduled bus travel along Nicholson Road.

The proposal takes into account the current travel patterns on Nicholson Road in the day, and in the evenings when on street parking is greatly reduced.

On bends in the road, vehicle paths, especially trucks and buses, are considerably wider than cars. The proposed no stopping treatment takes this into account providing improved access along Nicholson Road.

It is acknowledged that commuters using the train services park in the street as there are no Park and Ride facilities associated with the Boxhill rail station. On street commuter parking is not uncommon throughout the city near stations and bus stops. Where there are safety concerns these are addressed on a case by case basis. Parking on a street does provide benefits in terms of reduced speeds. Traffic calming measures are considered where speeds are above the speed limit. Time limited parking in suburban areas is not the preferred option as parking enforcement is practically difficult. Parking across a driveway can be addressed by the implementation of 'L' bars to define the legal limit of parking and we would be happy to discuss this further.

A review of the on street parking will be undertaken after the bus services are in operation to address any concerns that arise.

We consider the current proposals address the current identified road safety concerns and are site specific to the area identified.

A GIFTED TE REO MĀORI NAME FOR CIVIC SQUARE

Purpose

1. This paper recommends that Civic Square is renamed as Te Ngākau. The name, Te Ngākau, was given to the Council by Taranaki Whānui ki te Upoko o te Ika who hold the Ahi Kā over the extended Te Aro Pā environs.

Summary

2. Wellington City Council is being touted as leading local government in its steadfast approach to valuing te reo Māori as a taonga of iwi Māori and unique to this country.
3. The name, Te Ngākau, is taonga which has been gifted to Council by Taranaki Whānui ki te Upoko o te Ika who hold the Ahi Kā over the extended Te Aro Pā environs.
4. The site of Civic Square is of significance to iwi – a site of tauranga waka and a food (kaimoana) source for Te Aro Pā (M67, District Plan). Iwi considered the nature of the activity in the Civic Square – a place for everyone and have recommended the name Te Ngākau to ensure all who live, work and play here in Wellington can continue to feel connected to this space.
5. There are a number of naming options:
 - Te Ngākau
 - Te Ngākau Square
 - Te Ngākau - Civic Square (this follows quality bilingual signage practice and retains the connection with the current name).
 - Civic Square - Te Ngākau.
6. The recommended option is either Te Ngākau or Te Ngākau - Civic Square

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note that iwi partners have been consulted on a te reo Māori name for Civic Square and have gifted the name Te Ngākau to be used for this purpose.
3. Agree to recommend to Council that it accept the name Te Ngākau which has been gifted to Council by Taranaki Whānui ki te Upoko o te Ika.
4. Agree to recommend to Council that it adopt the name Te Ngākau for Civic Square.
5. Agree to follow the quality bilingual signage practice of Te Ngākau - Civic Square.

Discussion

7. The final draft Te Tauihu - te reo Māori policy was presented to the City Strategy Committee on 14 June 2018. At that meeting it was recommended that Te Tauihu be formally adopted at the next Council meeting on 27 June.
8. The policy recommends that as part of raising the profile of te reo Māori, the Council will include te reo Māori in our visual assets across all Council facilities, receptions,

housing, events, arts, and in the public. The policy also anticipates that iwi mana whenua will provide us with kupu (words) that are unique and meaningful for Wellington.

9. A key asset is Civic Square – it is a central hub of city and civic life and the arts. Civic Square is surrounded by public buildings: the Michael Fowler Centre, Town Hall, Wellington City Council, Central Library and City Gallery. It is close to Central Police Station and links to Whairepo Lagoon and the Waterfront.
10. At Civic Square people eat lunch, kick a ball around, children chase pigeons, and markets, concerts and parades delight many residents and visitors of this capital city. Civic Square is the centre of city democracy. Where Parliament grounds receive hikoi and protest, for the most part Civic Square celebrates, commemorates and embraces many things for many people.
11. Civic Square is the heart of the city, the place for the people.
12. Following City Strategy Committee consideration of Te Tauihu, it is appropriate that the first public space to receive a te reo Māori name in Wellington is Civic Square.

Consistency with naming policies

13. Kaupapa Whakaingoa Whenua Māhorahora - the Open Space Naming Policy was adopted in 2001 and guides the way Council determines names for open spaces.
14. Under the Policy, when a new or unnamed open space needs to be officially named, the Council will, in the first instance, discuss with mana whenua whether the site is of significance to them. If it is, an appropriate name will be determined in conjunction with mana whenua. If the open space holds little or no significance for mana whenua, or if mana whenua wish to consider the possibility of joint Maori-European naming, then the policy provides a process for recommending an appropriate name for consideration.
15. Te Puni Kōkiri and Te Taura Whiri i te Reo Māori have also released *Te Tohu Reorua I te Reo Māori me te Reo Pākehā* - a best practice guide which aims to increase and improve bilingual signage throughout Aotearoa New Zealand. The name for Civic Square would follow the principles in this guide.

The Significance of Civic Square and the name Te Ngākau

16. The site of Civic Square is of significance to iwi – a site of tauranga waka and a food (kaimoana) source for Te Aro Pā (M67, District Plan). The Waimapihi stream flowed to the former beach/shore within the Civic precinct. According to The Great Harbour of Tara by Adkin, Mapihi was a chieftainess of Ngāi Tara and Ngāti Mamoe who used to bathe in the pool at the upper course of the stream – hence the name ‘stream of Mapihi – Waimapihi’.
17. Waimapihi was one of the names iwi considered for Civic Square however iwi further considered the nature of the activity in the Civic Square – a place for everyone. The name Te Ngākau, a contemporary te reo Māori name, was preferred to ensure all who live, work and play here in Wellington can continue to feel connected to this space.
18. Definition: Ngākau (noun) seat of affections, heart, mind, soul (Māori Dictionary)
19. It is a humble concept of the Civic Square being the heart of public use and access for all ages to culture and gathering. The Civic Square is a place where whānau visit for a variety of reasons – all of which have a connection to rēhia (excite), ako (educate) and kai (energy).

Next Actions

20. If the Committee agrees to the renaming of Civic Square, this recommendation will be presented to the Council for adoption on 27 June 2018.

Attachments

Nil

Authors	Nicky Karu, Manager Tira Poutama - Iwi Partnerships Geoff Lawson, Principal Advisor
Authoriser	Kane Patena, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

The recommended name was given to the Council by Taranaki Whānui ki te Upoko o te Ika who hold the Ahi Kā over the extended Te Aro Pā environs.

Treaty of Waitangi considerations

Te reo Māori is a taonga protected under Article II of Te Tiriti o Waitangi.

All New Zealanders are encouraged to learn and use te reo Māori to support its national revitalisation.

Council's iwi mana whenua partner entities have embraced the te reo Māori Policy, Te Tauihu and are committed to working with Wellington City Council to ensure that all Wellington whānau can experience and grow confidence to learn and use te reo Māori.

A 2017 resident satisfaction survey asked residents for their thoughts in relation to Council's use of te reo Māori:

- 33% were satisfied with publications and at pools and recreational centres
- 31% were satisfied with its use in the open space environment
- 20% were satisfied with its use in the urban environment

Of the nearly 600 pieces of Te Tauihu te reo Māori policy consultation feedback – over 90% was in favour of the policy and the vast majority urged Council to be steadfast and courageous in its implementation and delivery.

Financial implications

Any cost implications would be met within existing budgets.

Policy and legislative implications

Te Tauihu - Te reo Māori Policy (planned to be officially adopted at Council on 27 June)
Te Ture mō te reo Māori 2016 – Māori Language Act 2016

Risks / legal

Climate Change impact and considerations

NA

Communications Plan

If the name change is adopted, the Communications and Tira Poutama – Iwi Partnerships teams will work closely with the Office of the Mayor and iwi partners to implement the change.

Health and Safety Impact considered

NA

PREDATOR FREE WELLINGTON LEGAL ENTITY FORMATION

Purpose

1. This Report seeks Council decisions regarding the establishment of a governance entity to implement the Predator Free Wellington Project.

Summary

2. The Predator Free Wellington Project (**PFW Project**) including Capital Kiwi, is a visionary project that aims to create the world's first predator free capital city.
3. The project is a partnership between (Wellington City Council (**WCC**), Greater Wellington Regional Council (**GWRC**) and the Next Foundation), and will likely include other partners in the future.
4. The project will undertake eradication of rats, mustelids and possums across the City in order to restore our native biodiversity.
5. The project has applied for central government funding from Predator Free 2050 that, in conjunction with partner funding, will allow the project to proceed. In order to receive this funding, a legal entity involving the three project partners is required to be formed. The formation of such an entity has been anticipated from the outset of the project.
6. A joint PFW Project Governance Group made up of senior representatives of the project partners has identified a recommended legal and governance entity to take the PFW Project forward.
7. The recommended model has been considered by WCC officers, and has been found to strike a good balance between direct control, mitigation of operational risks, facilitation of the project and controlling future funding expectations.
8. A funding agreement will also be negotiated and entered into between the entity and the funding partners which will include obligations on the new entity in relation to reporting and control mechanisms such as Key Performance Indicators.
9. This report submits the Governance Group's paper to the Council for consideration and decision and includes further detail specific to Wellington City Council.

Recommendation/s

That the City Strategy Committee:

1. **Receive** the information.
2. **Note** that the project partners have negotiated and recommended the structure of a legal entity to take the project forward.
3. **Note** that the preferred legal entity structure is that of a charitable company. This will allow for charitable tax status, manageable compliance requirements and be attractive for third party funders.
4. **Note** that any changes to the proposed entity recommended by CSC will require renegotiation with the project partners.
5. **Agree** in principle to:
 - a. the Council holding up to half of the B Class shares in a charitable company "Predator Free Wellington Limited".

6. **Authorises** the Chief Executive or its delegate to consider, approve and in the case of b. and c. execute on behalf of the Council:
 - a. the subscription for 2450 Class B shares in “Predator Free Wellington Limited” (**Company**) for nil issue price,
 - b. a subscription Agreement between Council and the Company, and
 - c. a funding agreement between Council and the Company, subject to the approval of funding as part of the LTP.

7. **Note** that a report to Council will be provided at a later date to recommend and seek Council approval to the appointment of a person with the required attributes to be appointed as a Director and guide the future success of the PFW Project.

Background

10. The Predator Free Wellington Project (**PFW Project**) including Capital Kiwi, is a visionary project that seeks to create the world’s first predator free capital city.
11. The project is initially a partnership between WCC, GWRC and the NEXT Foundation; but will likely evolve to include other funding partners, community groups and stakeholders.
12. The project will undertake eradication of rats, mustelids and possums across the City in order to restore our native biodiversity.
13. The project has scoped a detailed work programme, initially focusing on eradication on the Miramar peninsular, and widening the project area to cover the whole City up to the boarder with Porirua and across to the Hutt Valley.
14. The project has applied for funding to Predator Free 2050, and is currently in negotiations.
15. A legal entity representing the project partners is required to receive any Predator Free 2050 funding, and to allow for the evolution of the project, such as attracting new funding partners.
16. The legal entity will engage and manage contractors to undertake the eradication plan, manage the wider project and work to attract further funding and partners.

Discussion

17. A governance group representing the PFW Project and Capital Kiwi submitted a joint RFP to Predator Free 2050 Limited (**PF2050**) in January 2018. The governance group is currently negotiating a funding agreement with PF2050 which, if successful will provide funding over 5 years with the opportunity to apply for further funding for the PFW Project beyond the first 5 years.
18. Should the application to PF2050 be successful, a number of requirements of PF2050 must be satisfied prior to providing the grant. These include:
 - A) the establishment of a new legal and governance entity to receive the funding and;

- B) both GWRC and WCC approving the PFW Project funding proposed in their respective 2018-28 LTPs. Approval by both GWRC and WCC is required before 1 July 2018.

19. The Governance Group has considered the options for the proposed governance entity. **Attachment One** sets out the recommendations of the Governance Group in relation to the entity. This also includes further background about the PFW Project, identification and assessment of possible governance options, key features of the proposed Charitable Company that is the recommended governance option, appointment of initial directors and funding agreements.
20. In addition to the paper prepared by the Governance Group at **Attachment One** (which has been circulated to GWRC, WCC and NEXT), this report highlights matters that are specific to Wellington City Council in relation to the PFW Project.

Governance entity

A) Obligations under Local Government Act

21. Because the participating Councils will hold shares, voting rights and have the ability to appoint Directors; the proposed governance entity will trigger some assurance requirements under the Local Government Act (LGA). These requirements are not onerous and represent basic requirements for good governance. They are outlined in Attachment One

B) Distinction in classes of shares and shareholding

22. It is proposed that the governance entity will have two classes of shares (Class A and Class B). Separate classes are required to maintain a distinction between the rights of shareholders established for a charitable purpose and those that are not, and by doing so, to ensure that the company will be capable of registration as a charitable entity.
23. The number of shares issued by the Company to Councils will not exceed 49% of all the shares in the Company. This means that the Company will not become a Council Controlled Organisation without a change in its constitution.

C) Council control: directorships

24. It is anticipated that the initial number of directors will be five. Council will have the right to appoint one of two directors (with the second director to be appointed by GRWC). If the number of directors is three, Council will have the right as a Class B shareholder (jointly with GRWC) to appoint one director.
25. The Councils will not be able to appoint more than 40% of the directors of the Company. This means that the entity cannot become a Council Controlled Organisation without a change in its constitution.

D) Council control: voting

26. There will be a requirement in the Company's constitution that any quorum includes at least one director appointed by a Council. This will help ensure that the Council's interests are protected in any decision.

E) Appointment of director:

- I. The LGA (section 57) requires that the Council only appoint a director to the Board if that person has the relevant skills, knowledge and experience to guide the company and contribute to the achievement of the company's charitable purpose. This requirement will also be included in the Company's constitution.

- II. It is envisaged that appointed directors will have a relevant background in eradication or ecology projects, financial governance experience and the ability to commit to the project long-term.
- III. WCC's Policy on the Appointment and Remuneration of Directors and Trustees (March 2011) requires that the appointments to the board of a Council Organisation be considered by the Council.
- IV. A report to Council will be provided at a later date to recommend and seek Council approval to the appointment of a person with the required attributes to be appointed as a director and guide the future success of the PFW Project.
- V. **Attachment Two** to this report sets out the nature of the skills and attributes that will be relevant to the appointment.

Funding agreement and subscription agreement

27. As it is anticipated that the Company will already be established prior to WCC becoming a shareholder, WCC will be required to enter into a subscription agreement with the Company to document the issuing and allotment of shares to WCC.
28. WCC will also enter into a funding agreement with the Company detailing the conditions of funding. The funding agreement will contain provisions allowing WCC to exercise a degree of control over the Company through KPIs, reporting obligations and review mechanisms.
29. This paper requests delegation for the Chief Executive or his delegate to finalise and execute the Funding Agreement and Subscription Agreement.

Duration of funding

30. The funding agreement will envisage funding by WCC for a period of five years, with a review to occur within the final year of the term (at a minimum). It is anticipated that the project will transition to a greater proportion of corporate and philanthropic funding in time.

Requirements prior to the execution of documentation

31. If delegation is granted to the Chief Executive, the Chief Executive will execute the Funding Agreement and Subscription Agreement subject to his satisfaction that:
 - I. the Company has adopted a constitution substantially in the form described in this report,
 - II. the directors of the Company have resolved to issue the Class B shares to the Council and to enter the Council's name in the share register,
 - III. the number of shares issued by the Company to local authorities will not exceed 49% of all the shares in the Company,
 - IV. the terms and conditions of the funding agreement between Council and the Company will require the Company to provide sufficient information to Council to enable the performance of the Company to be monitored in accordance with section 65 (1) (a) (c) Local Government Act 2002.

Options

32. **Attachment One** sets out the recommendations of the Governance Group in relation to the entity.

Next Actions

33. Officers will negotiate, finalise and (where relevant and if delegation to the Chief Executive is granted in accordance with this report) execute the:
- a) Company Constitution;
 - b) Subscription Agreement;
 - c) Funding Agreement.
34. A report to Council will be provided at a later date to recommend and seek Council approval to the appointment of a person with the required attributes to be appointed as a director and guide the future success of the PFW Project.
35. **Attachment Two** to this report sets out the nature of the skills and attributes that will be relevant to the appointment.

Attachments

- Attachment 1. Governance Group joint paper - entity formation [↓](#) Page 138
Attachment 2. Director Skills [↓](#) Page 154

Author	Jim Robertson, Senior Strategy Advisor
Authoriser	Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The wider project and funding commitments of WCC have been consulted as part of the Long term Plan process.

Treaty of Waitangi considerations

The proposed legal entity envisages working closely with local Mana Whenua, and a potential iwi representation on the Board is being considered.

Financial implications

The formation of an arm's length legal entity with partners means that while WCC is still integral to the project, we are less seen as a core funder as the project progresses. This will reduce the likelihood of WCC be a core funder as the project evolves.

Policy and legislative implications

Risks / legal

Any Council participation in the formation of a new legal entity and associated activities carries some inherent risks. They include the balance between control and funding commitments, project related risks stemming from the leading edge nature of the Predator Free vision as well as managing partner requirements and expectations.

Entity model related considerations

In general, a more 'arm's length' model (such as that proposed) means less direct control for WCC; but it is envisaged that such a model allows for the project to evolve to be more independent in terms of future funding requirements. An independent model is viewed by project partners as more attractive to corporate and philanthropic interests, and as such, allows this transition to less 'council-centric' model. While other models (such as a CCO) allow more direct control, they carry with them the expectation that Council will be a primary funder for the long term.

Project related risks

The Predator Free vision is a bold one, so much so that it has not been achieved anywhere else in an urban setting. Being at the leading edge means that the project carries risks around its success, either in its entirety or in part. This is a consideration when deciding how closely Council wants to control the project, and carry the expectations of the community around its success or otherwise. With this comes risk around community expectations of funding in the medium and long-term.

Climate Change impact and considerations

There are no specific considerations for this project.

Communications Plan

Detailed communication plans will be developed once the entity has been formed and funding commitments made.

Health and Safety Impact considered

Health and safety plans will be developed as part of the contracting arrangements undertaken by the new entity. The proposed model means that WCC carries a minimum of liability in this space.

Attachment One: Predator Free Wellington – Governance entity and funding arrangements

1. Background

The Predator Free Wellington Project (**PFW Project**) including Capital Kiwi, is a visionary project that will create the world's first predator free capital city. The PFW Project has a total project life of 10 years.

The PFW Project aims to eradicate possums, rats and mustelids in a total area of 30,000ha to enable the following broader outcomes:

- The community of Wellington City, supported by local, regional and national government and partners, embrace and sustain in the long term the transformation of the Wellington project area to a zero predator condition;
- A natural capital city that flourishes with native wildlife and is able to undertake additional translocations of locally extinct fauna into the project area; including our national icon, the kiwi;
- The PFW Project inspires other urban communities and investors to address New Zealand's ecological challenges at landscape scale within urban/rural environments;
- The PFW Project encompasses a broader range of social, economic and cultural outcomes. Importantly, this includes social resilience through participation in collective community action to achieve predator free suburb/city goals.

The initial PFW Project area includes Wellington City including Miramar Peninsula through to Cape Terawhati and north to the boundary aligning near to the Porirua City Boundary along State Highway 1 through to Wellington Harbour at Ngauranga (**PFW Project Area**).

The first phase of the PFW Project will focus on the eradication of stoats, weasels and rats on Miramar Peninsula (with possums having previously been eradicated) as a world first in the urban and commercial context. The PFW Project will progress with phased eradication operations across Wellington City until possums, rats, stoats and weasels have been removed from the entire PFW Project Area.

The Capital Kiwi project focuses on the eradication of stoats and will commence on private land in the South Western corner of the Wellington Peninsula. In order to reintroduce kiwi into the broader PFW Project Area the Capital Kiwi project and the PFW Project are committed to working together to achieve shared goals.

It is proposed that the Capital Kiwi project would sit as a work stream under the PFW Project umbrella.

A governance group representing the PFW Project and Capital Kiwi submitted a joint RFP to Predator Free 2050 Limited (**PF2050**) in January 2018. The governance group is currently negotiating a funding agreement with PF2050 which, if successful will provide funding over 5 years with the opportunity to apply for further funding for the PFW Project beyond the first 5 years.

Wellington City Council (**WCC**) and Greater Wellington Regional Council (**GWRC**) have included funding for the PFW Project in their respective draft 2018- 28 Long Term Plans (**LTP's**). It is expected that proposed WCC and GWRC funding will be included in the respective LTP's that be adopted prior to the respective Councils consideration of this paper.

It is anticipated that NEXT Foundation and PF2050 will agree to fund the initial PFW Project provided:

- the proposed WCC and GWRC funding is confirmed by the adoption of each Council's LTP.
- each of the foundation funders (i.e. GWRC, WCC and NEXT Foundation) can agree on:
 - the legal form of the governance entity that will implement the PFW Project and be the recipient of the funding;
 - the appointment of an initial board (in accordance with the rights of appointment set out in the constitution of the agreed governance entity); and
 - the terms and conditions of the respective funding agreements between the entity and each of the foundation funders.
- the terms and conditions of the funding to be provided by PF 2050 have been agreed.

If all the foundation funders and the proposed third party funders (including PF 2050) agree to proceed, it is expected that a total of approximately \$7,700,000 will be available to the governance entity for the implementation of the PFW Project over the 5 year period from 1 July 2018.

The expected foundation funding for the 5 year period is set out at Appendix One of this paper. The foundation funding proposal provides an overall figure combined across both the PFW Project and the Capital Kiwi project. The foundation partners in the PFW Project and Capital Kiwi project have worked to secure their own funding outside of the joint bid to PF2050 and will be managing their own funding contributions separately.

The PFW Project is currently managed by a Project Governance Group made up of senior representatives of the proposed founding partners, namely WCC, GWRC and the NEXT Foundation.

2. Purpose of this Paper

This paper has been prepared by the Project Governance Group (with the assistance of WCC and GWRC legal) for the purpose of:

- identifying and assessing the possible governance entities to lead and implement the PFW Project
- recommending a preferred governance entity
- setting out the next steps to enable:
 - the foundation funders to establish the governance entity (including appointment of an initial board)
 - the foundation funders to agree to commit funding to the governance entity, and
 - the board of the governance entity to commence oversight and implementation of the PFW Project.

The Council report that accompanies this paper seeks the recommended Council decisions to enable:

- the establishment of “Predator Free Wellington Limited”
- the execution of a funding agreement setting out the terms and conditions upon which the respective GWRC and WCC funding will be made available to “Predator Free Wellington Limited”

3. Executive Summary

This paper sets out:

- A recommendation that the governance entity established to implement the PFW Project is a charitable company “Predator Free Wellington Limited”,
- “Predator Free Wellington Limited” (**Company**) will **not** be a council controlled organisation because the local authorities together will hold less than 50 % of the shares,
- The Company will be established initially by NEXT Foundation, and GWRC and WCC will subsequently subscribe for Class B shares. As Class B shareholders GWRC and WCC will have rights:
 - Jointly to appoint one of 3 directors, or
 - Individually to appoint 2 of 5 directors.
- the provision of funding to the Company by GWRC, WCC and NEXT Foundation (as foundation funders), will be subject to:

- agreement to establish the Company in the proposed form,
- PF2050 funding being confirmed (including the terms and conditions of a funding agreement between PF2050 and the Company), and
- agreement of terms and conditions of funding agreements between GWRC, WCC, NEXT Foundation and the Company.

4. Identification and assessment of governance options

The Project Governance Group has identified the following attributes that will be critical to the success of the PFW Project:

- (a) Ability to maximise community engagement/ participation
- (b) Ability to be established for a charitable purpose under the Charities Act (to maximise tax benefits and attract philanthropic and charitable donations)
- (c) Ability to independently raise funds and generate income in order not to be solely reliant on the foundation funders
- (d) Ability to manage and maintain the PFW Project for the long term
- (e) Ability to attract people with the required skills / expertise/ passion to oversee and deliver the PFW Project
- (f) Ability to engage with and provide assurance to the foundation funders that the funding will be applied in the expected manner (i.e. the entity and funding structure provides the foundation funders with the appropriate degree of oversight, control and accountability in regard to funding provided to support the PFW Project).
- (g) An appropriately sized / resourced governance entity, reflecting the relatively small level of available funding, meaning:
 - (i) A small board (i.e. a minimum of 3 and a maximum of 5 members) made up of individuals willing to act as directors without payment (or in return for nominal directors fees).
 - (ii) An initial small number of paid staff with a high level of support provided by volunteers.
 - (iii) Suitable premises for staff and assets to be located.
 - (iv) Appropriate arrangements in place to ensure overhead costs are kept to a minimum while ensuring that the entity is equipped to comply with reporting, financial and regulatory requirements.

- (v) Appropriate resources to apply best practice to the management of health and safety and other risks (including by insurance, where appropriate).
- (h) Capable of owning the necessary assets and /or entering into appropriate contracts for the supply of assets required to support the implementation of the PFW Project.

The following governance entities have been identified as the short listed options capable of satisfying each of the above attributes.

Option	Description	Key features
1.	Charitable Company or Trust in which the Councils hold shares/ appointment rights but is not a CCO.)	WCC and GWRC would: If a Company <ul style="list-style-type: none"> - hold up to a maximum of 49% of the shares - control up to a maximum of 49% of votes at a meeting of shareholders, - hold the right to appoint up to 49% of the directors, or If a Trust <ul style="list-style-type: none"> - hold the right to appoint up to a maximum of 49% of the Trustees
2.	Charitable Company or Trust that is <u>not</u> a CO or a CCO	WCC and GWRC would not hold any : <ul style="list-style-type: none"> - shares (if a Company) - votes at a meeting of shareholders / Trustees - rights to appoint directors / Trustees but would form an Advisory Panel to advise the Board or would appoint liaison officers or observers to advise the Board

Establishing a company or a trust that is a council controlled organisation (CCO) has been considered, but discounted as unfavourable because:

- A company that is a CCO is not able to obtain tax exempt status or to register as a charitable entity under the Charities Act,
- A trust that is a CCO may also have difficulty obtaining tax exempt status and becoming registered as a charitable entity under the Charities Act,
- It is considered that a CCO is less likely to become self- reliant over the longer term due to the perceived extra level of local authority control and the additional obligations placed on a CCO via the Local Government Act 2002 (LGA), and
- A CCO is not the preferred option of the NEXT Foundation.

Using either GWRC or WCC as a lead partner that reports to an agreed Governance Group has also been considered, but discounted due to it not being possible for a local authority to register as a charitable entity and it being considered more difficult for a local authority, as a lead partner to attract philanthropic funding.

A summary and high level assessment of the full set of options considered is attached at Appendix Two of this paper.

To secure the funding it is important that each of the foundation funders is happy with the legal form of the governance entity. A Charitable Company is the legal form that NEXT Foundation has successfully used for other similar predator free projects. For this reason NEXT Foundation has a preference for a Charitable Company (as opposed to a Charitable Trust).

Using a Charitable Company (i.e. a legal form that is consistent with other NEXT Foundation projects) will initially have some efficiencies in terms of the support functions that can be offered to the company by NEXT's legal and accounting service providers. However it is intended that eventually the company will be self-sustaining and independent.

Appendix Three summarises the nature of the other predator free projects that the NEXT Foundation is involved in, including by reference to legal form and the key funding partners involved. In each case the governance entity is a Charitable Company of which NEXT Foundation is the sole shareholder.

The Governance Group has also expressed a desire to ensure that the governance entity (if it is a Charitable Company in which GWRC and WCC hold rights) will appoint directors that have a relevant background in eradication or ecology projects, financial governance experience, the ability to commit to the project long term, including at least one director to represent iwi interests. The Governance Group believe that due to the level of the proposed GWRC and WCC funding, that GWRC and WCC will expect (at least in the early years of the PFW Project) to have the ability to appoint at least one or two directors to the board of the Charitable Company.

A Charitable Company in which the GWRC and WCC hold up to 49% of the shares and the right to appoint up to 49% of the directors would trigger two obligations for the Councils under the LGA. These are:

- (a) That the relevant local authority is satisfied that any person appointed by the local authority as a director, has in the opinion of the local authority, the skills knowledge, or experience to guide the company, given the nature and scope of its activities, and contribute to the achievement of the objectives of the company (see s 57(2) LGA).
- (b) That the local authority has sufficient information to regularly monitor the performance of the company and evaluate the company's contribution to the achievement of the local authority's objectives for the company and the overall aims and outcomes of the local authority (see s 65 (1) (a) and (c)).

The obligations described above are matters for GWRC and WCC to manage and are not matters that will have any material impact on the day to day operation of the proposed Charitable Company. The information required to enable GWRC and WCC to monitor the company would be provided as a

requirement of the funding agreement and is unlikely to be more onerous than the information that any funder would expect to receive.

5. Recommended Option

The Governance Group recommends a Charitable Company that has the following features as the entity that will be responsible to take the Project forward:

Key feature	Recommendation
Name	Predator Free Wellington Limited
Charitable Purpose	To instigate and carry out the Predator Free Wellington Project (PFWP); to achieve a Predator Free Wellington vision realising flourishing nature and promote involvement in and community support of the PFWP; to identify new techniques for predator control; to restore native wildlife in the Project Area, to inspire other communities to take up ecological challenges; and anything similar.
Initial Shareholding	100 % of shares held by NEXT Foundation (5,100 Class A shares).
Issue of shared to Councils	Class B shares will be issued to the two Councils. GWRC and WCC would each hold half of the 49% (4,900)Class B shareholding e.g. 2,450 shares each The NEXT Foundation shares would be Class A Council shares would be Class B.
Issue of subsequent shares and / or change in share holding	Requires approval by all shareholders Class A shares can only be issued or transferred to Charitable Entities Class B shares cannot exceed 49% of the total.
Shareholder controls / voting rights	Class B shareholders can appoint no more than 40% of the directors, i.e. 1 t of 3 or 2 of 5. Class A shareholder appoints the others directors. Both Classes have the same voting rights. Class A shareholder is entitled to distributions (because it is a tax charity). Class B shareholders are not entitled to distributions.
Shareholder resolutions	Voting would be proportionate to shareholding, one share one vote but one holder of more than one share must vote all their shares the same way.
Number of Directors	3 or 5.
Rights to appoint and remove Directors	As above.
Requirement for appointment of Directors	Relevant skills, knowledge and experience to guide the company and contribute to achievement of the company's charitable purpose, including at least one director to represent iwi interests.
Directors remuneration	Directors can be remunerated but only at reasonable rates and if approved by Ordinary Resolution (which NEXT Foundation could achieve by itself as holder of 51%).
Board quorum for transaction of business	A majority of directors, provided the quorum includes at least one director appointed by each shareholding class. This means that if quorum is the majority is 3 of 5 directors, at least one director appointed by either GWRC or WCC and at least one director appointed by NEXT Foundation would need to be present to make up the quorum.
Appointment of Chairperson of the	A chairperson can be appointed by the Directors.

board	
Voting / Chairperson casting vote	He or she does not have a casting vote.
Rights to distributions	Class A (charitable shareholder) can receive distributions. Class B cannot receive distributions (as local authorities are not charitable entities).
Rights on liquidation or winding up	Any surplus to charitable purposes with an environmental focus in Wellington city.

A summary of the key provisions of the proposed company constitution is attached at Appendix Four this paper.

It is recommended that the Company is initially established by NEXT Foundation, by the issue of the Class A shares and the appointment of an initial board.

The Class B shares would be issued to GWRC and WCC at a later date after:

1. the terms and conditions of the funding agreements between the foundation funders and the company had been agreed,
2. the Councils are satisfied that a Company constitution in the required form has been adopted, and
3. the Councils are in a position to exercise their right to appoint directors.

6. Appointment of the initial directors

It is proposed that 5 directors are appointed. Next Foundation will appoint an initial 3 directors when the company is established. When GWRC and WCC come in as shareholders they will each appoint one director so that there will be a maximum of 2 out of 5 directors appointed by the Councils.

Separate decisions will be sought by the Councils at a later date to confirm approval of the Council appointed directors

The company will enter into a funding agreement with each of the foundation funders and PF2050.

The terms and conditions of the funding agreements are still to be determined. As soon as the Company is established (and the board appointed), the board and the respective funders will agree the terms and conditions of the funding agreements.

It is expected that the funding agreement would record the Councils commitment to provide funding at the following levels for 5 years commencing on 1 July 2018, as described below. The funding agreement will record that the arrangement including the terms and conditions of the Council funding will be reviewed at the end of the initial 5 year term.

	FY 18/19	FY19/20	FY 20/21	FY 21/22	FY 22/23
	Exc GST	Exc GST	Exc GST	Exc GST	Exc GST
WCC	\$150,000	\$200,000	\$250,000	\$250,000	\$250,000
GWRC	\$150,000	\$200,000	\$250,000	\$250,000	\$250,000
Total	\$300,000	\$400,000	\$500,000	\$500,000	\$500,000

As a minimum it is expected that the funding agreement will require the company to provide the Councils with the following information:

Required Information	Time frame
An initial annual business plan for the current financial year and the following two financial years.	Within 2 months of execution of funding agreement
Audited financial statements An annual report containing information necessary to enable an informed assessment of the operations of the Company including: <ul style="list-style-type: none"> i. a comparison of performance with the annual business plan ii. a comparison of performance against any outcomes /outputs recorded in the respective funding agreements iii. an explanation of any material variances between performance and the annual business plan and/or outcomes / outputs recorded in the respective funding agreements. 	Annually, within 3 months after the end of each financial year
An updated annual business plan for the current financial year and the following two financial years.	By the end of April in each financial year
Obligations to use the funding in particular ways– this may include a limitation on costs spent on overheads	Ongoing
Review provisions – including an obligation to review the structure, funding arrangements and progress towards the end of the term	Within the final year of the term

7. Shared Services

To keep the companies overhead costs to a minimum it is proposed that Next Foundation will arrange for the following services to be provided to the company:

- Assisting with legal establishment and charitable registration of the entity;
- Initial business accounting, auditing and financial reporting services.

Appendix One – Proposed Funding

PFW Project and Capital Kiwi - draft funding proposal

Funding proposals	2018/19	2019/20	2020/21	2021/22	2022/2023	Total
Foundation funders						
NEXT Foundation (TBC)	150,000	200,000	250,000	250,000	250,000	1,100,000
WCC LTP Proposal (TBC)	150,000	200,000	250,000	250,000	250,000	1,100,000
GWRC LTP Proposal (TBC)	150,000	200,000	250,000	250,000	250,000	1,100,000
Sub Total	450,000	600,000	750,000	750,000	750,000	3,300,000
Third party funders (TBC)						
PF2050 (TBC Proposed only)	523,247	523,247	523,247	523,247	523,247	2,616,237
DoC (TBC - Capital Kiwi)	94,000	94,000	94,000	94,000	94,000	470,000
Private (TBC - Capital Kiwi)	282,000	282,000	282,000	282,000	282,000	1,410,000
Sub Total	899,274	899,274	899,274	899,274	899,274	4,496,237

Total funding proposal

Foundation funders	450,000	600,000	750,000	750,000	750,000	3,300,000
Third party funders	899,274	899,274	899,274	899,274	899,274	4,496,237
Grand Total						7,796,237

Additional In Kind Support

	2018/19	2019/20	2020/21	2021/22	2022/2023	Total
WCC existing pest control programme	186,000	186,000	186,000	186,000	186,000	930,000
GWRC KNE and rural Possum control programme (Wellington City)	100,000	100,000	100,000	100,000	100,000	500,000
Manaaki Whenua (Landcare Research), PFW	100,000	100,000	-	-	-	200,000
Victoria Uni Research, PFW	160,000	160,000	160,000	160,000	-	640,000
Papa Taiao – Curious minds funding, PFW	50,000	50,000	50,000	-	-	150,000
Total in Kind Support	596,000	596,000	496,000	446,000	286,000	2,420,000

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Appendix Two - summary of Governance Options considered

	Governance entity	Key Features	Ability obtain tax exempt status /Registration as a charitable entity under Charities Act	Ability to oversee Project for long term, be self -reliant and maximise community engagement	Control by Councils?	Employ staff/ attract people with the right skills?	Governance arrangements	Own assets?
1	CCO Company or Trust	WCC and GWRC would: - hold 50% or more of votes at meeting of shareholders (if a company) - hold the right to appoint 50% or more of the directors / Trustees	No Section CW 41 (4) of the Income Tax Act 2007 (ITA) provides that income derived by a CCO (as defined in the ITA) is not exempt income.	Possible but unlikely Difficult as a CCO to attract 3 rd party funders GWRC/WCC likely to be viewed as permanent funders May struggle as a CCO to maximise community engagement	Yes WCC/GWRC together would hold 50% or more of votes/ appointment rights	Yes	Special Consultative process required before established Board needs to be appointed/ paid Board appointments in accordance with GWRC/WCC policy for appointment of directors/ trustees and section 57 LGA 2002 Reporting requirements as a CCO (required by LGA2002) Funding agreement – terms and conditions to be met	Yes – assets would be owned by the entity
2	Non CCO Company or Trust (established as a CO)	WCC and GWRC would: - hold up to a maximum of 49% of the shares - control up to a maximum of 49% of votes at a meeting of shareholders - hold the right to appoint up to a maximum of 49% of the directors / the Trustees	Yes Income derived would be exempt provided the CO Company / Trust was maintained exclusively for charitable purpose and registered as a charitable entity under the Charities Act 2005. Other tax benefits would be available provided the CO Company is registered as a charitable entity	Yes an independent entity that can be seen as "arms length" from Councils	No GWRC/WCC would hold less than 50% or shares/ rights to appoint Some GWRC/WCC control can be obtained via funding agreement: - approval of annual business plan - receipt of audited accounts - regular reporting against key milestones/ deliverables	Yes	Board needs to be appointed/ paid Board appointments in accordance with GWRC/WCC policy for appointment of directors/ trustees and section 57 LGA 2002 Reduced reporting requirements under LGA2002 Compliance with obligations under Charities Act 2005 Funding Agreement – terms and conditions to be met	Yes – assets would be owned by the entity

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3	Company or Trust that is not a CO or a CCO	WCC and GWRC would not hold any : - shares - votes at a meeting of shareholders / Trustees - rights to appoint directors / Trustees	Yes Income derived would be exempt provided the Company / Trust was maintained exclusively for charitable purpose and registered as a charitable entity under the Charities Act 2005 Other tax benefits would be available provided the Company / Trust is registered as a charitable entity	Yes	No Some GWRC/WCC control can be obtained via funding agreement: - approval of annual business plan - receipt of audited accounts - regular reporting against key milestones/ deliverables	Yes	No additional "council specific" governance / reporting obligations Compliance with obligations under Charities Act 2005 Funding Agreement – terms and conditions to be met	Yes – assets would be owned by the entity
4	Predator Free Wellington City Limited (not a CCO or CO) Proposed by NEXT	A company with the following features: - WCC and GWRC would not be shareholders and would not hold rights to appoint directors - Shares could only be held by or issued to organisations established in NZ and maintained exclusively for charitable purposes - WCC, GWRC and NEXT Foundation recorded in the constitution as "Founding Parties" - Directors would be appointed by the shareholders, with the requirement that at least one director represent the interests as NEXT Foundation as one of the Founding Parties - As Founding Parties GWRC and WCC would have the following rights: o WCC and GWRC each entitled to appoint a Senior Stakeholder Adviser to represent their interests o WCC and GWRC each entitled to appoint and remove their Senior Stakeholder Adviser by written notice to the Company o Senior Stakeholder Advisers role defined in the constitution to include the right to attend board meetings, be consulted by the	Yes As above Income derived would be exempt provided the Company was maintained exclusively for charitable purpose and registered as a charitable entity under the Charities Act 2005 Other tax benefits would be available provided the company is registered as a charitable entity	Yes	No Some GWRC/WCC control can be obtained via funding agreement: - approval of annual business plan - receipt of audited accounts - regular reporting against key milestones/ deliverables	Yes	Compliance with obligations under Charities Act 2005 Funding Agreement – terms and conditions to be met	Yes – assets would be owned by entity

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		<p>board on certain issues, and to represent the interests of GWRC and WCC</p> <ul style="list-style-type: none"> o The Quorum at a meeting of the Board requires at least two persons (which can include the director appointed to represent the interests of Next Foundation and one or both of the Senior Stakeholder Advisers) to represent the interests of at least 2 of the 3 Founding Parties. 						
5	WCC or GWRC acts as lead partner reporting to an agreed Governance Group	Governance group oversees Project	<p>Yes - Income Tax Exempt (as local authorities)</p> <p>No – not possible to register as a Charitable Entity</p>	<p>Difficult to attract third party funding</p> <p>Longevity less likely given not an independent entity</p> <p>Risk of absorption into lead partner's organisation</p>	Yes – one council will be the lead partner, the other parties will exercise control via funding agreement	Yes – but staff would be employed by lead local authority	Minimal – as per funding agreement	Assets owned by lead partner

Appendix Three – Other Predator Free projects that NEXT is involved in

Taranaki Mounga Project Limited - charitable company 100% owned by NEXT Foundation. NEXT Foundation appoints the Board, including an iwi-nominated iwi-representative Director and an independent Chair. Funders and partnerships were convened, led and negotiated by NEXT Foundation. Funding is contributed by the Department of Conservation (DOC), NEXT Foundation, three private enterprises, other philanthropists and research institutes/universities that have made in-kind contributions. DOC appoints a Senior Liaison Officer to represent its interests. The Senior Liaison Officer must have sufficient seniority to commit DOC to the annual plans and strategies. The Senior Liaison Officer can attend board meetings but does not have a vote, and other funders can have observers at those meetings. The obligations owed by NEXT Foundation and DOC to each other and to the Project are set out in a Funding Agreement, as they are with each funder separately.

Zero Invasive Predators Limited - a charitable company 100% owned by NEXT Foundation and with NEXT Foundation appointing the Board. It has a number of other funders at different stages such as six dairy companies and other philanthropists. DOC is a founding partner with a Senior Liaison Officer who can attend Board meetings.

Project Janszoon Trust - a charitable company with a corporate trustee that is 100% owned by NEXT Foundation, with NEXT Foundation appointing the Board. No other funders contribute at any significant level at this time.

Note: that in all of these models, no Director or Senior Liaison Officer is remunerated apart from the independent Chair of Janszoon who receives a modest amount.

Appendix Four – Summary of key provisions of company constitution

The Company must carry on its activities for the charitable purposes listed and the Company's capacity is restricted to those.

Shares issued initially will be 5100 Class A shares. 4900 Class B shares will be issued subsequently, half to each Council. All shares carry right to vote on amendment of constitution, and putting the company into liquidation. One share one vote but one holder can only vote one way. Class B shareholders can appoint one director if there are fewer than five in total or two if there are five.

Board can authorise distributions on Class A shares provided the holder is a tax charity.

Shares cannot be transferred without the consent of all shareholders. (This would traditionally be in a Shareholders' Agreement – could be in the Funding Agreement)

Shareholders must have annual meetings.

Number of directors shall be three or five. If the numbers drop to below those levels the relevant shareholders must appoint a replacement as soon as possible.

The board manages the Company.

Directors must disclose their interests and cannot vote, but may be involved in discussion.

Directors may be remunerated if shareholders agree by majority vote. It must be reasonable.

No director or related party (i.e. relative or related organisation) can receive any kind of benefit if they were in a position to manipulate it. This is a tax issue and only relates to income gained from a business.

Individuals cannot make a profit from the Company unless it is payment for services, reimbursement of expenses, reasonable remuneration, or remuneration from a related company.

Directors may not appoint alternates.

Directors can be insured and/or indemnified.

On wind up any surplus (including any intellectual property) goes to charitable purposes.

Attachment Two: Skills and attributes relevant to appointment of a Director

1. Person Specification

The following are key qualities and attributes identified by the PFW Governance Group to guide preparation of the person specification:

1. understanding of and commitment to the advancement of the PFW charitable purpose.
2. relevant experience / background in eradication or ecology projects
3. ability to maximise community engagement and participation
4. financial governance experience including an understanding of the governance requirements relevant to a charitable entity that is the recipient of public funds
5. experience in the governance of charitable entities, including fund raising and the generation of income from sources other than local authorities or government funders
6. ability to contribute to ensuring that PFW is established, managed and maintained for the long term
7. ability to devote time and energy to PFW for limited or nil remuneration
8. sound judgement and a high standard of personal integrity

5. 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
5.1 Health and Safety report	7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.