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

ORDINARY MEETING OF PŪRORO ĀMUA | PLANNING AND ENVIRONMENT COMMITTEE AGENDA

Time: 9:30am
Date: Thursday, 12 May 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

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

Have your say!
You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- Planning and approval of business cases for Let's Get Wellington Moving, associated
- traffic resolutions and other non-financial statutory powers necessary for progressing
- the business cases (such as decisions under the Local Government Act 1974)
- Implementing and monitoring delivery of the affordable housing strategy

The Committee has the responsibility to discuss and approve a forward agenda.

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

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 14 April 2022 will be put to the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and

2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

NOTICE OF MOTION REGARDING AIRPORT EXPANSION

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee responds to the Notice of Motion by Councillor Pannett and sets out the implications and legal risks associated with proceeding with this notice of motion.

Strategic alignment with community wellbeing outcomes and priority areas

	Aligns with the following strategies and priority areas: ☐ Sustainable, natural eco city ☐ People friendly, compact, safe and accessible capital city ☐ Innovative, inclusive and creative city ☐ Dynamic and sustainable economy
Strategic alignment with priority objective areas from Long-term Plan 2021–2031	☐ Functioning, resilient and reliable three waters infrastructure ☐ Affordable, resilient and safe place to live ☐ Safe, resilient and reliable core transport infrastructure network ☐ Fit-for-purpose community, creative and cultural spaces ☐ Accelerating zero-carbon and waste-free transition ☐ Strong partnerships with mana whenua
Relevant Previous decisions	Council, through delegated independent hearings commissioners, made a recommendation in relation to the Airports designation in 2022. In its adoption of Te Atakura – First to Zero, in 20 June 2019, Council's City Strategy Committee declared an ecological and climate emergency
Significance	The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☐ Low	☐ Medium	☒ High	☐ Extreme

Authors	Moana Mackey, Chief Advisor to Chief Planning Officer, Partner Lead Let's Get Wellington Moving Beth Keightley, General Counsel
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer Sara Hay, Chief Financial Officer

Motion

Wellington Airport is planning to expand through the Miramar Golf Course to enable it to double the number of passengers by 2040. Many in the community have opposed this plan.

The Pūroro Āmua | Planning and Environment Committee agrees that:
In light of the climate and ecological emergencies that were declared by Wellington City Council in 2019, we do not support this plan until and unless the airport and airlines reduce their carbon emissions and that measures are put in place to improve air quality, reduce private vehicles to and from the airport and to reduce air traffic noise around the Eastern suburbs.

Whakarāpopoto | Executive Summary

2. Councillor Iona Pannett has proposed a notice of motion which has been received in accordance with the requirements of Standing Orders.
3. Officers do not support the notice of motion given the significant implications and risks it has for Council, both in its regulatory function, and in its commercial relationship with Wellington International Airport (WIAL).
4. Council has obtained specialist external legal advice which states that agreeing to the Notice of Motion may be unlawful and may expose Council to judicial review. It is arguably unlawful for the Council to agree a notice of motion removing support for a regulatory decision already lawfully made by a delegated decision-maker of the Council.

Takenga mai | Background

5. The notice of motion has been received in accordance with the Council's Standing Orders. The notice of motion together with its signatories is appended to this report as **Attachment 1**.
6. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 14 April 2022 and was signed by five of fourteen elected members.
7. Standing Order 23.5 states that a notice of motion may be altered only by the mover with the agreement of a majority at the meeting. Once moved and seconded, no amendments may be made.

Officers' Report

8. The Council holds a number functions affecting WIAL. It plays a regulatory role in relation to the airport's Designation and via the District Plan Review. Council also holds a minority 34% share in WIAL.
9. The Notice of Motion will determine and impact the Council's position going forward. Without amendment, this includes interfering with the Council's regulatory function, which has significant implications from a legal and public confidence perspective.

10. In addition, officers anticipate that adoption of the Notice of Motice will detrimentally affect Council's commercial relationship with the airport and with Infratil as majority shareholder of WIAL.

11. Given these implications, Council officers do not support the Notice of Motion as submitted.

Content of Notice of Motion

12. The motion refers to "climate and ecological emergencies" declared by the Council in 2019. In its adoption of Te Atakura – First to Zero on 20 June 2019, Council's City Strategy Committee declared an ecological and climate emergency.

13. Te Atakura does not have any specific initiatives relating to Wellington Airport, although Te Atakura does acknowledge the significance of emissions from air travel to the City's carbon footprint (~11%), and as with all sectors more needs to be done urgently to make reductions.

    - In the Te Atakura Blueprint document (2019) there is a case study on aviation emissions, outlining the importance of air travel to Wellington (and New Zealand as a small island nation), the work done by the Airport to date and planned on reducing their carbon footprint, the contribution LGWM could make to alternative ways of getting to and from the airport, and the importance of alternative fuels to the reduction of air travel emissions going forward.
    - In the Te Atakura Implementation Plan we state that "actions to reduce emissions from aviation and marine sectors must be explored and identified in collaboration with key stakeholders". To this end, Wellington Airport has had a representative on the Te Atakura Steering Group that oversaw the development of the Implementation Plan in the lead up to the 2021 Long Term Plan. No specific actions have yet been identified.

14. The Council does not hold any direct influence upon Wellington City's aviation emissions, nor the ability to direct the strategic direction or carbon reduction goals of Wellington Airport or the aviation industry. For this type of emissions source (outside Council's direct control) we focus on advocacy, partnership and forming relationships with key stakeholders to work constructively and collaboratively towards climate action solutions in response to the climate and ecological emergency Council has declared. We intend to work closely with the airport, and airlines, to influence and promote faster action on aviation emissions reductions. A Notice of Motion is not required for this to occur.

15. The Notice of Motion proposes to withhold support for the Airport Eastern expansion until the airport and airlines reduce carbon emissions and measures are put in place to:

    - Improve Air quality
    - Reduce private vehicles to and from the airport
    - Reduce air traffic noise around the Eastern suburbs.

    If adopted, this notice of motion would establish an open ended position, and potentially cause confusion regarding expectations until Council resolves otherwise.

16. As mentioned above, Council would not have a direct role in achieving these measures. The Council does not have an easy lever over and above those it is already exercising (such as our role in LGWM) in relation to reducing private vehicle use to and

from the airport. Council does have a regulatory role in relation to air traffic noise, however this is governed by statute and our District Plan.

17. Further it should be noted that GWRC, not the Council, is responsible for regulating air quality.

Designation

18. In its 2040 Masterplan, the Airport described its intention to extend the airport terminal and apron to the south and east respectively.

19. To implement that plan it lodged notices of requirement (designations). A designation creates a separate planning regime for public works and network utilities enabling use of land without the need for a resource consent and despite what the district plan otherwise provides for.

20. The two notices of requirement were lodged by the Airport in late 2020 and publicly notified by the Council. The Council appointed an experienced panel of independent hearings commissioners to hear submissions and make recommendations on the notices of requirement on behalf of the Council. The panel recommended that WIAL confirm the designations with conditions, and WIAL did so. Accordingly, Council's current position (at least as it pertains to its regulatory function) is that the 2040 Masterplan is supported by Council.

21. The designations have been appealed by Guardians of the Bay Inc and International Climate-Safe Travel Institute (among others), to the Environment Court.

22. As the regulator who made recommendations on the notices of requirement, the Council is a party to the appeals. A mediation is scheduled for the week of 16 May with a hearing in November 2022.

23. Given that this issue relates to a designation, Council's role is intended to be limited to calling two witnesses and assisting the Court on any issues of law that arise. A focus will be on the conditions, since if the designation is confirmed the Council will be responsible for their enforcement.

24. The Environment Court will only permit decision-makers to change its position and oppose a decision it made in certain circumstances. It will weigh four relevant considerations: fairness, reasons for the change, public confidence in the process, and integrity of administration of the RMA.

25. External legal advice has been obtained which considers that it is unlikely the Court will be prepared to allow the Council to change its position. First, it is not clear what is motivating the notice of motion. Particular case law in this area refers to the importance of transparency in the process by which the Council determines its position on an appeal. An unexplained notice of motion risks exposing the Council to criticism for a lack of transparency.

26. In this case, duly appointed and delegated decision-makers have made a regulatory decision within a particular statutory framework after reviewing evidence and hearing submissions from the public. In agreeing to this Notice of Motion Councillors would be seeking to override that regulatory decision, despite not having the same level of specialist expertise, or considering the evidence or submissions. There is no new information to suggest that the commissioners' recommendation is no longer

appropriate, but rather the decision is being made at a political level without reference to the relevant statutory framework.

27. In addition, allowing the Council to change its position would not promote public confidence in the process or integrity in the administration of the RMA.

28. In previous cases, courts have been very reluctant to allow Councils to change their adopted regulatory position. In a similar case, a committee of Queenstown Council passed a notice of motion stating that it did not support a resource consent decision that had been made by delegated hearings commissioners. The Council sought to call evidence before the Environment Court attacking the decision its commissioners had made.

29. The Environment Court questioned whether passing such a motion was lawful under the RMA or LGA and declined to allow the Council to call evidence attacking its decision. The Judge stated: *Public confidence in the process would be better maintained if the council does not call evidence but instead supports its decision (reached by independent commissioners) or abides the decision of the court.*

30. External legal advice has raised two additional risks to adopting the proposed Notice of Motion:

    - First, the Council will not be able to assist the Court to the same degree on questions of law. Assuming the Court again confirmed the designations, the Council will not be able to influence the Court's thinking about conditions to any great degree.
    - Second, such a decision may affect the Council's ability to attract good hearings commissioners to make decisions on its behalf

31. There is some risk that adopting this Notice of Motion may impact upon the decision making process for the District Plan Review. Councillor involvement with the district plan review will occur in four main ways:

    - Councillors will shortly be asked to agree the content of the proposed district plan for public notification in June 2022.
    - Councillors may be appointed to hear submissions and make recommendations and decisions on the proposed district plan.
    - For the part of the proposed district plan to be progressed through the intensification streamlined planning process, the Council will be asked to accept or reject the recommendations of a panel of hearings commissioners.
    - For the part of the proposed district plan to be progressed through the usual Schedule 1 process, the Council will be asked to make decisions on submissions, again following recommendations from a hearings panel.

32. These decisions are regulatory in nature. Questions of bias, predetermination, and natural justice have a greater significance for regulatory decisions than non-regulatory decisions.

33. These risks will increase as the District Plan progresses through its adoption process. In particular, Councillors' ability to participate in the hearings panel (particularly as they relate to the airport zone and Noise chapters) will be impacted due to conflict issues because their public statements in debate on the Notice of Motion or subsequent vote may give rise to concerns of predetermination or bias.

34. Under s39 of the Local Government Act, Council has obligations to ensure the separation of regulatory and non regulatory decision making. Section 39(c) states:

> *a local authority should ensure that, so far as is practicable, responsibility and processes for decision-making in relation to regulatory responsibilities is separated from responsibility and processes for decision-making for non-regulatory responsibilities*

35. Adopting the Notice of Motion is inconsistent with this obligation in that this is a political intervention which would have the effect of withdrawing support for a regulatory decision (on the airport designation) that has already been made by appropriately delegated hearings commissioners at a time when the appropriateness of that decision is already subject to an appeal process.

Council as Shareholder

36. Council owns a 34% shareholding in WIAL. The other 66% is owned by Infratil. Council appoints two directors to the WIAL Board. One director appointed by Council is an independent director. The second directorship is held by Mayor Andy Foster.

37. Under the Companies Act, all directors have a legal obligation to act in good faith and in what he or she considers to be the best interests of the company that they serve, even if they are appointed by a shareholder with differing views. WIAL does not have a shareholders agreement or provisions in its constitution that would allow any exception to this obligation.

38. Accordingly, The Notice of Motion will not be able to require its Council appointed directors to act consistently with the Notice of Motion, and it has no ability to impact the strategic or operational direction of WIAL (including the proposed expansion).

39. It is likely that the Notice of Motion will have a detrimental impact on the relationship that Council has with WIAL, including on possible future commercial transactions. In order to build the Sludge Minimisation plant at Moa Point, Council is reliant on land currently owned by WIAL, in relation to which the parties are currently in negotiations. In the event that WIAL withdrew from commercial negotiations, Council would need to consider whether it was possible to compulsoririly acquire the relevant land through the Public Works Act.

Airport Response

40. WIAL has provided feedback after learning about the Notice of Motion and their response is provided at **Attachment 2**.

Kōwhiringa | Options

41. Officers' primary concern with the Notice of Motion is the implications its adoption would have on Council's regulatory function, particularly in relation to the Airport Designation process. Assuming the Notice of Motion is moved and seconded, no amendments to it are permitted under Standing Orders. The options available to Council are to:

    a. Not to move or second the Notice of Motion so that it is not debated;
    b. Debate and vote on the Notice of Motion as it is drafted.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

42. Adoption of this Notice of Motion will create inconsistencies with the position adopted by Council (as regulator) in relation to the Airport Designation.

43. Officers agree that an increase in passenger numbers at Wellington Airport without the use of sustainable fuels is not in alignment with the City's carbon reduction goals, however In the Te Atakura Implementation Plan we state that "actions to reduce emissions from aviation and marine sectors must be explored and identified in collaboration with key stakeholders"

Engagement and Consultation

44. As decision makers, elected members must give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, this matter. In making this decision, Elected Members should be satisfied that they have sufficient understanding of interested or affected people's views.

45. While the Notice of Motion states that many in the community have opposed the proposed expansion into the golf course, no formal engagement or consultation has been undertaken by Council in its non-regulatory capacity on this issue. Submissions on the Designation process can be found here: Building and resource consents - Requirement for designation: Wellington Airport - Wellington City Council together with further information.

Implications for Māori

46. There are no foreseen implications for Māori.

Financial implications

47. As a 34% shareholder in WIAL, Council's financial interests will be impacted by the Airport's growth or otherwise. WIAL paid Council an average dividend of $13.1m between FY10 and FY20.

48. Council may also incur additional fees if it is the Council changes its position in relation to the designation process, and costs could also be awarded against Council given the stage of this matter in the Designation process.

Legal considerations

49. There is a risk that adopting the Notice of Motion may be unlawful and expose Council to costs awarded against it and criticism from the Courts. Further information is provided in this paper.

Risks and mitigations

50. The key risk relates to the impact on Council's regulatory function, particularly as it relates to its already determined position on the airport's designation.

51. Risks of predetermination and bias for decision making in the District Plan process do arise but are likely to be able to be managed appropriately as the process progresses,

including by ensuring that Elected Members do not sit on hearings panels relating to the airport zone or Noise, and possibly transport.

Disability and accessibility impact

52. Not applicable.

Climate Change impact and considerations

53. This Notice of Motion will not in and of itself reduce Wellington's carbon emissions. As stated above, the Council has no direct control of aviation emissions and is reliant upon advocacy, strong constructive relationships, and collaboration with key stakeholders to achieve reductions.

Communications Plan

54. Not applicable.

Health and Safety Impact considered

55. Not applicable.

Ngā mahinga e whai ake nei | Next actions

56. If the Notice of Motion is adopted, Council will need to change its position in relation to the legal process on the Airport Designation.

Attachments

Attachment 1. Notice of Motion - Expansion of Wellington Airport
Attachment 2. Wellington Airport response to Notice of Motion

NOTICE OF MOTION

EXPANSION OF WELLINGTON AIRPORT

Wellington Airport is planning to expand through the Miramar golf course to enable it to double the number of passengers by 2040. Many in the community have opposed this plan.

The Pūroro Āmua Committee agrees that:

In light of the climate and ecological emergencies that were declared by Wellington City Council in 2019, we do not support this plan until and unless the airport and airlines reduce their carbon emissions and that measures are put in place to improve air quality, reduce private vehicles to and from the airport and to reduce air traffic noise around the Eastern suburbs."

Background

The Airport contributes 11% or about 100,000 tonnes of CO2 a year to Wellington's emission profile. Two years ago, the airport developed and published its 2040 Masterplan consisting of the following elements:

- A several billion dollars investments over the next 10 years or so;
- A doubling of passenger capacity;
- An expected number of daily flights jumping from 250 to 375;
- A land footprint expanding to the East, over the golf course, right below Strathmore residents' windows and to the West, over the commercial precinct.

We ask that this Notice of Motion about Council's support for the Airport's Expansion plans be debated at the Pūroro Āmua Committee meeting of the 12th May 2022.

Mover: Councillor Iona Pannett

Seconder: Councillor Sarah Free

Mayor Andy Foster	
Cr Jenny Condie	
Cr Diane Calvert	
Cr Jill Day	
Cr Fleur Fitzsimons	
Cr Laurie Foon	
Cr Rebecca Matthews	
Cr Teri O'Neill	
Cr Tamatha Paul	
Cr Sean Rush	

Cr Simon Woolf	
Cr Nicola Young	
Liz Kelly	

5 May 2022

Wellington Airport response: Proposed Notice of Motion on future Airport development

This document is intended to respond to the proposed Notice of Motion by Cr Pannett, to be brought to the Council's Planning and Environment Committee on 12 May.

Wellington Airport Chief Executive Matt Clarke is available to attend this meeting, speak to the Airport's position and answer any questions councillors may have.

In the meantime, if there are any questions, please contact:

Jenna Raeburn
GM Corporate Affairs
Jenna.Raeburn@wellingtonairport.co.nz
021 249 9769

Benefits of aviation to Wellington

Wellington Airport exists to support air travel and the cultural and economic benefits this brings to Wellingtonians. Our growth plans are designed to cater to the future needs of the city and anticipated demand. We do not build or expand in order to try and attract new flights; we invest in infrastructure when we have clear indications those flights and passengers are on our doorstep.

Forecast growth in economic activity and population mean that the number of people using the airport is predicted to grow, even under conservative scenarios. This is exciting news given the economic and social benefits that travel brings to Wellington residents, businesses, exporters and education organisations. Economic studies that supported the development of our Masterplan indicated that by 2040, the Airport will make a direct contribution to the region of $4.3 billion per year, facilitating 22,500 jobs.

The border reopenings over the last few weeks have demonstrated the importance of air travel for reconnecting families, colleagues and friends, as well as trade and tourism. Wellington's place in the world, and the social and cultural wellbeing of Wellingtonians, are dependent on these connections. We are excited to be returning to a period of recovery and growth post-Covid and to share these benefits with our customers and community.

We also provide significant benefits to Wellington City Council as a shareholder of the Airport. We have not asked shareholders for any financial support to enable our future plans. Rather, our plans will deliver increased dividends to the Council.

Current Environment Court proceedings

Last year, the Council recommended that notices of requirement for designations be confirmed which allow for development of the existing Airport site, and for an increased footprint over the southern half of the Miramar Golf Course land. The Airport has negotiated a purchase agreement with the Golf Club, and we are pleased this has been achieved collaboratively as a win-win for both parties. The Golf Club will benefit from continued use

of the northern part of the Golf Course, and from funds from the sale of the remaining land to the Airport, enabling greater investment into the Club and remaining grounds.

The proposed designations have been appealed to the Environment Court by local resident groups. Given the Council's role in recommending that the designations be confirmed, and as an interested party/observer to these proceedings, it is nonsensical for the Council to now be contemplating its position on the Airport's plans.

Our future plans

Development of the existing airport land area and expansion of the airport is essential. This will enable us to cater to future growth as and when it arises; but importantly it also enables us to:

- Ease current congestion – Wellington currently has one of the most space constrained airport sites in the world at 112ha (compared to Auckland Airport's 1600ha). This creates queuing of aircraft, increased wait times, increased use of busing to and from the terminal, and generally poorer and inefficient service for passengers;
- Comply with existing and future signalled regulatory and operational requirements which will require more space (e.g. baggage handling systems, security requirements, and the separation distance required between the runway and taxiways);
- Enact our sustainability programme, both to cater to more efficient aircraft in future and crucially, to replace our current gas boilers with a new Energy Centre and a likely ground source heat pump;
- Enable an expansion area for the new sludge minimisation facility for Wellington Water.

Land use at Wellington Airport is always a juggle due to our constrained footprint. As one activity or building expands, others are displaced and need to be moved elsewhere. We manage this as efficiently as possible but the time has come to expand our land holdings to ensure we remain efficient and agile in future.

Our recent acquisition of the former Miramar South School site demonstrates that we only acquire land when there is a clear and immediate need. The site has quickly been brought under development and will be fully utilised within months, as a depot for the new and improved, fully electric airport bus service. Similarly, we will not take ownership of the Golf Club land until there is a clear and pressing need for development based on congestion at the airport and the number of arriving flights.

There is more detail below on our sustainability programme and the critical role of the expansion to support this.

Enabling lower emissions

Our future plans are essential to enable:

- A new, expanded terminal with associated green energy infrastructure
- New aircraft parking stands and taxiing to enable efficient handling of new and existing aircraft technology
- Accommodation of rapid transport from Wellington's city centre.

It's important to note the eastern expansion work currently proposed does not include extension of the airport runway. While this work may still be considered at some point in the future, it is not a part of this current work we are seeking planning approvals to implement.

Crucially, catering to more passengers does not necessarily lead to an equivalent increase in emissions thanks to improvements and new technologies.

This is shown by the fact passenger movements across New Zealand have grown significantly over the last decade, but with no increase in overall emissions due to use of larger aircraft and improvements in technology.

Wellington Airport
Main Terminal
PO Box 14175
Wellington 6241
New Zealand

Tel: 04 385 5100
Fax: 04 385 5139
mail@wellingtonairport.co.nz
wellingtonairport.co.nz

For example, Air New Zealand has become 24% more fuel efficient in this time and the next generation of aircraft are 20% to 30% more efficient. Looking forward, Air New Zealand and Qantas have both signalled their intention to reach net zero by 2050, while Qantas is replacing a significant part of their fleet with aircraft that will be at least 15% more fuel efficient with no change in fuel, and significantly more when sustainable air fuel is used.

More space and flexibility is vital to enable more sustainable air travel:

- The electric aircraft of the future will be smaller and more numerous, requiring additional stands (Sounds Air is beginning electric-powered flights in 2026);
- Aircraft continue to be upgraded to more fuel-efficient models, which require additional stands and parking space for this larger aircraft type (more than we can cater to currently);
- Sustainable air fuel (such as hydrogen) and electrification will both require new infrastructure. This is vital given Air New Zealand is working on these technologies with a goal of net zero emissions by 2050;
- In addition, the eastern expansion will allow us to replace our existing gas boilers with a more sustainable energy source as part of our work to reduce our operational emissions 30% by 2030.

Alignment with Climate Change Commission recommendations and Emissions Reduction Plan

We have worked hard to ensure our plans are aligned with the recommendations of the Climate Change Commission for aviation. The Commission's recommendations as a whole provide an integrated direction across all industries, to ensure New Zealand meets its net zero targets and international commitments.

The Commission has not recommended constraints on airport development plans, or measures to limit demand for air travel. Rather, it recognises aviation will continue to have an important role in moving New Zealanders around their country and the globe, and focuses efforts on technological improvements and sustainable air fuel. The Emissions Trading Scheme will also continue to play an important role in allocating carbon use across carbon-intensive industries, in a way that enables New Zealand to reach net zero while recognising for and allowing a certain level of emission-producing activity.

The Government is shortly due to release its Emissions Reduction Plan, based on the advice of the Commission, and the Ministry of Transport report *Hīkina te Kohupara – Kia mauri ora ai te iwi - Transport Emissions: Pathways to Net Zero*. We will review our plans again at this point to ensure ongoing alignment with national goals and to make sure we are not only playing our part, but going above and beyond.

Council Notice of Motion

We note the proposed Notice of Motion suggests that the Council should not support the Airport's future plans unless the airport and airlines reduce carbon emissions; improve air quality; reduce private vehicles to and from the airport; and reduce air traffic noise around the Eastern suburbs. Wellington Airport is taking action on all of these points, as highlighted below.

Reducing carbon emissions (Airport)

At Wellington Airport we are taking an approach of absolute reduction in resource use and emissions, rather than relying on carbon offsetting to achieve environmental goals. This requires real, tangible action and we are making strong progress.

In April 2020 we commenced a 24 month Building Management System (BMS) optimisation and analytics project to improve the efficiency of the Terminal's heating and cooling operations. We have managed to reduce energy consumption by 4.8% so far, representing a 65 ton reduction in emissions.

Wellington Airport
Main Terminal
PO Box 14175
Wellington 6241
New Zealand

Tel: 04 385 5100
Fax: 04 385 5139
mail@wellingtonairport.co.nz
wellingtonairport.co.nz

Our goal is to reduce the Airport's operational emissions by 30% by 2030. As noted above, the most significant enabler of this reduction is replacing our gas boilers with a sustainable heating source. The likely most feasible option is the construction of an Energy Centre and the installation of a ground source heat pump system, which requires a reasonable land area and can only be implemented in tandem with significant earthworks. We have a window of opportunity to achieve this with the development of an extended footprint to the East.

Over the next year we will also carry out a comprehensive feasibility study to iron out the technical and financial considerations required to progress with the installation of a solar PV array.

Reducing carbon emissions (Airlines)

Outside the airport terminal, we have been working to combat aviation's greatest carbon source: aircraft emissions. Alongside Sounds Air, Air New Zealand, GHD and Blenheim and Nelson Airports, we have established the Electrification of Regional Aircraft (ERA) working group. As group technical lead, Wellington Airport is tasked with building understanding around the infrastructure and technical considerations necessary on the ground to support electric aircraft operations. Our work will continue through the next four years and beyond, in anticipation of the arrival of Sounds Air's fully-electric ES-19 from 2026.

The past year has been significant in the development of legislation aimed at reducing emissions across all industries. Aviation is a notoriously difficult industry to decarbonise, owing to the current absence of practical high energy-density, non-hydrocarbon fuel alternatives; and this is recognised by the Climate Change Commission and Ministry of Transport in their reports and recommendations. Despite this, technology is developing rapidly and Wellington Airport is leading the way, particularly in the development of electric infrastructure. We intend to lead the aviation sector's role in New Zealand's non-negotiable goal of net-zero emissions by 2050.

Wellington is lucky to have an airport that is well placed to take advantage of short-haul, regional electrification, and not dependent on long-haul travel. We are nimble enough to be early adopters of technological opportunities and this is where we are placing ourselves. We would sincerely love to have the Council's backing as we pursue our goal of global leadership of sustainable aviation. If the Council were to oppose the Airport or its expansion plans, this would indicate the Council has little appreciation of Wellington's progress towards sustainable aviation or of the importance of an expanded land footprint to cater to new technology and give us flexibility to adapt.

Our progress is real, as demonstrated by the first electric flight to land in Wellington last year. This demonstrates that the technology to decarbonise air travel is right on our doorstep.

Improving air quality

We are not sure what has given rise to concerns about air quality. New Zealand has National Environmental Standards for Air Quality for nitrogen dioxide, carbon monoxide, and particulate matters. Greater Wellington Regional Council is required to ensure compliance with these standards and there is no suggestion that Wellington Airport contributes to any breach of standards, particularly given Wellington's topography and wind.

Reducing private vehicles to and from the airport

By far the biggest impact on reducing private vehicle use to and from the airport will come from having regular, direct, rapid public transport connections to and from the CBD. We are working hard with Greater Wellington Regional Council to re-establish a direct bus connection, which will be fully electric and is on track to operate from July 2022. The City Council could play a stronger role in enabling this by ensuring plans for use of the former Miramar South School site as a bus depot are escalated and prioritised. We are currently working through this with WCC officials but there are some complexities and hurdles involved. Quick approval of the Outline Plan for this site is essential.

Wellington Airport
Main Terminal
PO Box 14175
Wellington 6241
New Zealand

Tel: 04 385 5100
Fax: 04 385 5139
mail@wellingtonairport.co.nz
wellingtonairport.co.nz

We are also keen supporters of MRT/BRT plans on the Airport route and have waited for many years for local and central government to finalise decisions. We stand ready to facilitate rapid public transport connections as soon as progress is made by decision makers. Again, this is something the Council could work alongside the Airport to positively influence rather than positioning itself in opposition to the Airport.

Reducing air traffic noise around the Eastern suburbs

Noise limits and curfew conditions are set by Wellington City Council via the District plan. As the Council already has regulatory tools available we are unsure why the Council would adopt the proposed motion insofar as it relates to air noise.

We currently operate well within the District Plan limits. We are working closely with Council officers on the District Plan review to consider whether adjustments are required.

Our noise management is overseen by the Wellington Airport Noise Management Committee, which monitors our compliance with District Plan rules and works collaboratively between the Airport, airlines, local residents and City Council representatives.

A key part of our Noise Management Plan is the Quieter Homes programme, which provides measures such as noise insulation and ventilation to the houses most affected by aircraft noise. This programme has been very well received to date by homeowners who have had this work completed. There have been very high uptake levels and we have completed 87 property upgrades with a further 34 currently underway. Ultimately offers of property upgrades will be made to more than 600 homeowners.

Conclusion

We strongly urge councillors not to adopt this Notice of Motion, and to work collaboratively with the Airport to achieve goals for sustainable aviation, public transport and the economic development of Wellington.

We are available to answer questions or provide further information as required.

Wellington Airport
Main Terminal
PO Box 14175
Wellington 6241
New Zealand

Tel: 04 385 5100
Fax: 04 385 5139
mail@wellingtonairport.co.nz
wellingtonairport.co.nz

LET'S GET WELLINGTON MOVING - CITY STREETS TARGETED IMPROVEMENTS SINGLE STAGE BUSINESS CASE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee seeks approval of the Let's Get Wellington Moving (LGWM) – City Streets Targeted Improvements Single Stage Business Case (SSBC).

Strategic alignment with community wellbeing outcomes and priority areas

	Aligns with the following strategies and priority areas: ☒ Sustainable, natural eco city ☒ People friendly, compact, safe and accessible capital city ☒ Innovative, inclusive and creative city ☒ Dynamic and sustainable economy
Strategic alignment with priority objective areas from Long-term Plan 2021–2031	☐ Functioning, resilient and reliable three waters infrastructure ☒ Affordable, resilient and safe place to live ☒ Safe, resilient and reliable core transport infrastructure network ☐ Fit-for-purpose community, creative and cultural spaces ☒ Accelerating zero-carbon and waste-free transition ☒ Strong partnerships with mana whenua
Relevant Previous decisions	Let's Get Wellington Moving Programme Business Case (PBC) City Streets Indicative Business Case (IBC)
Significance	The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☐ Low	☐ Medium	☐ High	☐ Extreme

Author	Moana Mackey, Chief Advisor to Chief Planning Officer, Partner Lead Let's Get Wellington Moving
Authoriser	Vida Christeller, Acting Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1) Receive the information

2) Approve the Let's Get Wellington Moving – City Streets Targeted Improvements Single Stage Business Case.

3) Note that Wellington City Councils partner share of costs (49% WCC, 51% Waka Kotahi) to undertake the work in the next phase and is included in the LTP.

Whakarāpopoto | Executive Summary

2. This report asks the Te Kaunihera o Poneke, Council to approve the Let's Get Wellington Moving (LGWM) – City Streets, Targeted Improvements, Single Stage Business Case (SSBC) provided in **Attachment 1** to this report.

3. Approval of the SSBC and funding will allow the project to move into the next phases of design (July 2022 – March 2023) and construction (January 2023 – June 2024).

4. Targeted improvements is aimed at small interventions that are low cost, easily implementable, and with benefits known to outweigh costs.

5. The interventions will improve the user experience and safety of people walking and cycling in the city through new pedestrian crossings, improvements to existing crossings, better access to bus stops and new cycle lanes. The bus priority interventions will mean more safe and reliable bus journeys and experiencing more seamless transfers at bus stops. Whilst this a modest programme in terms of budget, the targeted improvements interventions will contribute to LGWM partners aspirations for moving more people with fewer cars by improving the attractiveness of walking, cycling and public transport.

6. The approved Indicative Business Case (IBC) for City Streets proposed two targeted improvements projects - one is aimed at bus priority with a focus on the Karori corridor while the other is a general programme targeting walking, cycling, safety, amenity, and public transport improvements.

7. Subject matter experts from the three LGWM funding partner organisations, submitted 146 proposed projects for consideration (long list). Projects were then shortlisted into two prioritised project lists consisting of 34 interventions within the Public Transport Karori Focus project and 49 interventions within the General project.

8. The enduring cost shares between the funding partners for Let's Get Wellington Moving have not been agreed in detail. The cost share applied to this project is the interim cost share in the Relationship and Funding Agreement approved by Council in December 2019. This interim agreement includes provision for a "wash up" between the funding partners once an enduring cost share is agreed.

9. There has been good engagement with mana whenua to date through the LGWM Iwi Partnership Working Group. This engagement will continue during the design and construction phases on opportunities to give life to the mana whenua values and aspirations.

10. Communications and engagement on targeted improvements projects will be co-ordinated with the wider LGWM programme and partner organisations.

11. A communications and engagement plan outlining the specific communications and engagement activities and timeframes will be developed early in the pre-implementation phase.

12. The project team will work with WCC officers with respect to necessary traffic resolutions.

Takenga mai | Background

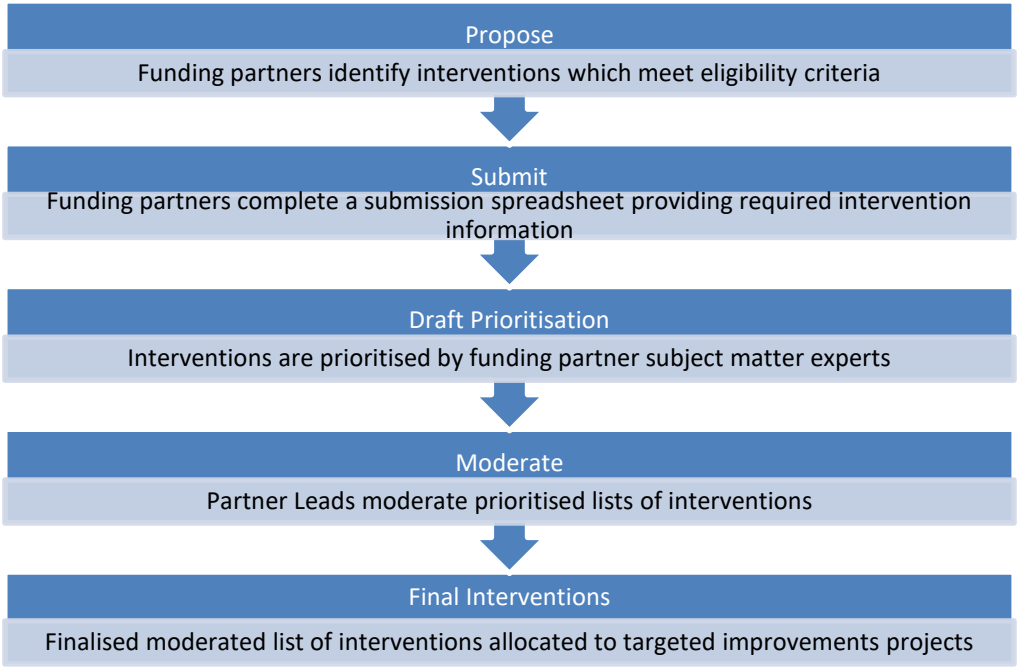
13. The Let's Get Wellington Moving Programme Business Case (PBC), published in June 2019, identified Mass Rapid Transit and Strategic Highways as key components of the recommended a programme of improvements.

14. Complementing and supporting those is a substantial programme of investment in public transport, walking, cycling and amenity/ place collectively known as City Streets.

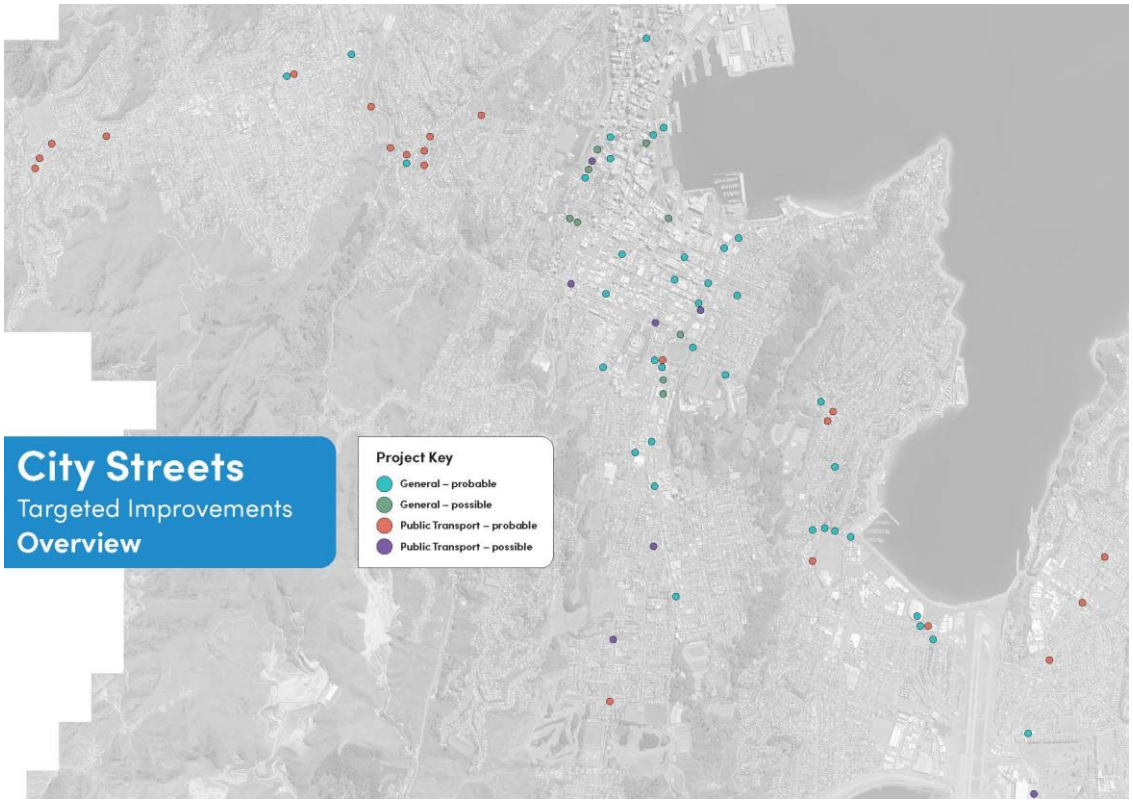
15. The approved Indicative Business Case (IBC) for City Streets proposed two targeted improvements projects - one is aimed at bus priority with a focus on the Karori corridor while the other is a general programme targeting walking, cycling, safety, amenity, and public transport improvements.

16. These two projects (collectively called the targeted improvements projects) are planned to consist of numerous small interventions that are low cost, easily implementable and with benefits known to outweigh costs. It is envisaged that these projects will be delivered over three years to align with the NLTP 2021/ 2024 funding period concluding in June 2024.

17. Subject matter experts from the three LGWM partner organisations, who have the best working knowledge of the networks, were asked to submit interventions in line with the agreed intervention selection criteria. The submission process included four area-based workshops and resulted in 146 interventions being put forward for consideration.



18. These interventions went through a prioritisation and moderation process to target the available investment to the highest priority interventions with the greatest chance of successful delivery. Two prioritised project lists were developed consisting of 34 interventions within the Public Transport Karori Focus project and 49 interventions within the General project. The recommended interventions are shown geographically in the following figure.



19. Interventions/projects that have been identified as part of existing work programmes were not eligible for consideration.

20. With a focus on liveability and public transport interventions the targeted improvements projects will enhance urban amenity, access and safety primarily. The projects aim to improve the connectedness of people and places by making it easier and more attractive and safer to walk around the city as well as improving the amenity and travel time reliability of key bus routes.

21. Whilst a modest programme, through this emphasis, targeted improvements will contribute to LGWM partners aspirations for moving more people with fewer cars, with the associated climate change benefits, by improving the attractiveness of walking, cycling and public transport.

Kōrerorero | Discussion

Option Costs

22. Project costs were developed utilising unit cost estimates from Wellington City Council's databases.

23. The construction cost estimates (with cost certainty factors applied) for the targeted improvements projects are as presented in the following tables:

Public Transport Project Construction Cost Estimates ($m)

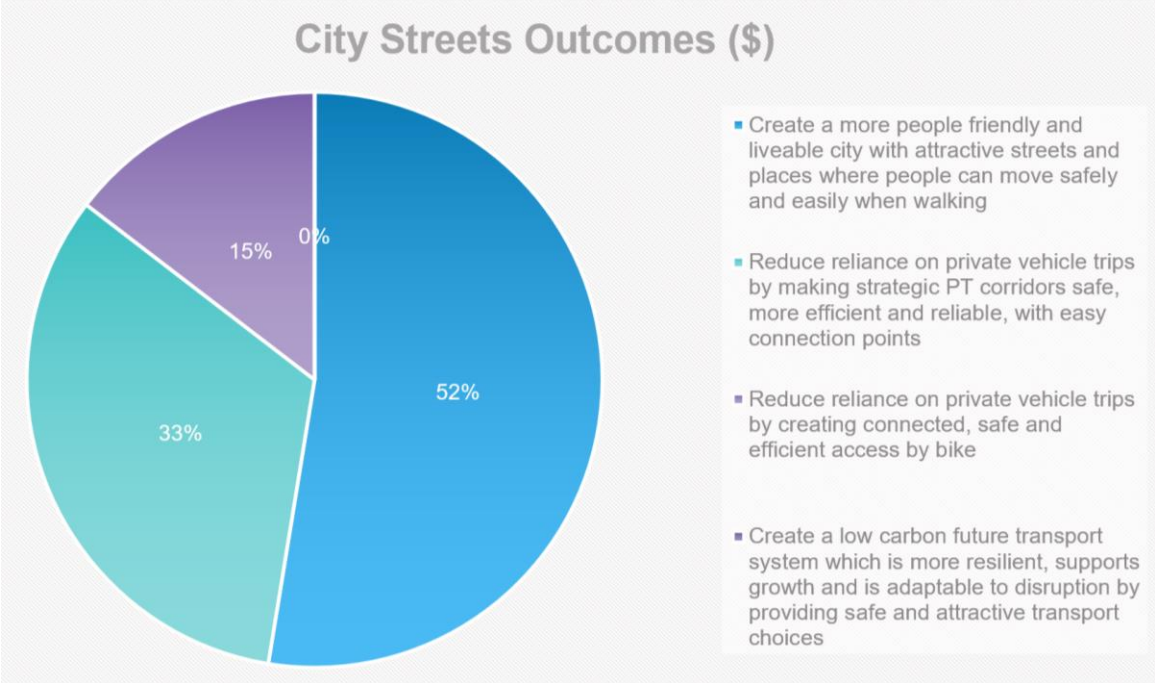
Project	Package	City	Karori	Eastern	Southern	Total	
Public Transport	Probable	0.00	0.86	0.62	0.23	**1.71**	**2.09**
	Possible	0.11	0.00	0.01	0.26	**0.38**	

General Project Construction Cost Estimates ($m)

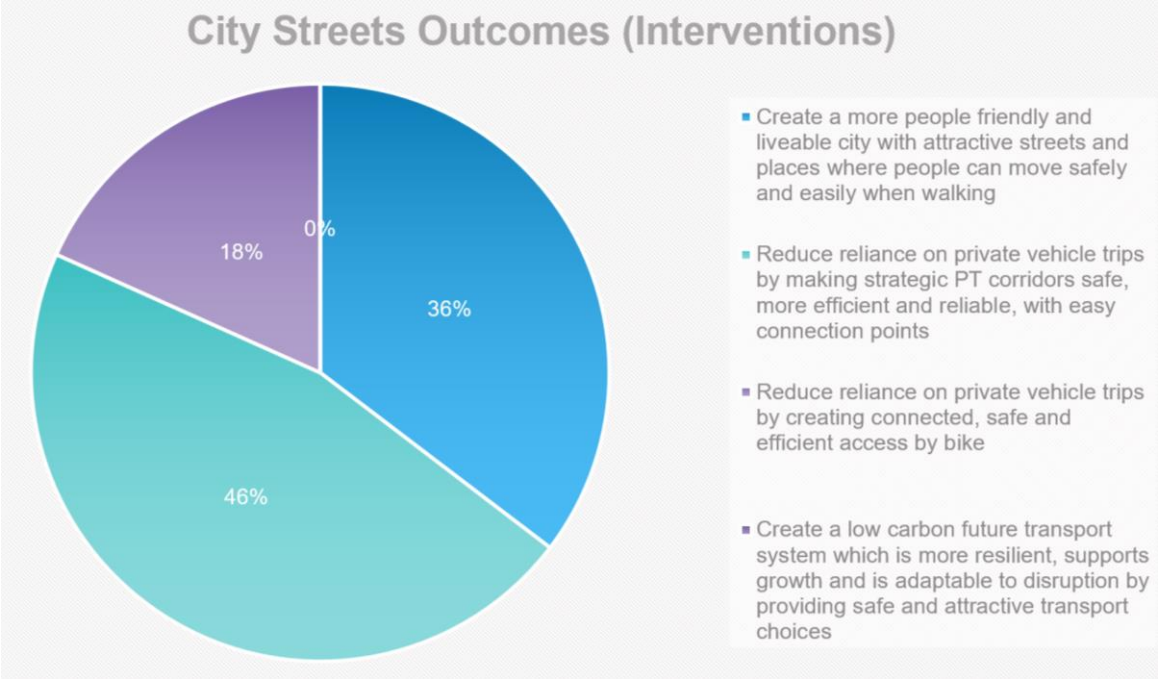
Project	Package	City	Karori	Eastern	Southern	Total	
General	Probable	2.80	1.01	1.80	1.00	**6.61**	**7.75**
	Possible	0.95	0.00	0.01	0.18	**1.14**	

Preferred Option Economics

24. An assessment of the envisaged outcomes and focus for the recommended interventions was undertaken. 52% of the available funding is targeted towards creating more liveable and attractive streets with 30% directed to enhancing public transport corridors.



25. At the intervention level this represents a greater proportion of public transport interventions (46% of the overall programme) reflecting the relatively lower cost of public transport improvements many of which are made up of 'lines and signs' rather than any substantial engineering works.



26. The interventions within the targeted improvements project are low-cost, low-risk as defined by Waka Kotahi as they are distinct activities and are significantly below the cost threshold of $2m. In developing the targeted improvements projects the same exclusions that apply to Waka Kotahi low-cost low-risk activities have been adopted.

Interdependencies

27. Communication with partners will be ongoing through the design and implementation phases to ensure the targeted improvement projects are coordinated with other programmes of work within the city.

Kōwhiringa | Options

28. Approve the Let's Get Wellington Moving (LGWM) – City Streets, Targeted Improvements, Single Stage Business Case (SSBC)

29. Do not approve the Let's Get Wellington Moving (LGWM) – City Streets, Targeted Improvements, Single Stage Business Case (SSBC). However, this would be a significant setback for the City Streets programme as it would lead to a delay in implementation of key projects that were identified by the three funding partners. This delay will also require the commercial strategy for the project to be reassessed. The LGWM contractors may not be available anymore if the schedule is pushed out by a significant amount of time.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

30. The options align with Wellington City Council's strategies as follows:

Strategies and Policies	Alignment
Our City Tomorrow: Planning for Growth and Spatial Plan for Wellington City	Strong
Wellington Towards 2040: Smart Capital	Strong
Te Atakura First to Zero: Wellington City's Zero Carbon Implementation Plan 2020 – 2030	Strong
Wellington City Council (WCC) Long Term Plan 2021-31	Strong
WCC Walking Policy 2008	Strong
WCC Parking Policy 2020	Strong
Paneke Poneke – Bike Network Plan	Strong
Wellington RLTP 2021	Strong
Wellington Regional PT Plan 2021	Strong
Regional Climate Emergency Declaration/ Action Plan	Strong
Green Network Plan and Implementation Framework	Strong

Engagement and Consultation

Reviews and Approvals

31. The targeted improvements SSBC and Workstream Funding Approvals were endorsed by the LGWM Partnership Board on 13 April 2022.

32. Standard practice for any business case of this size within Waka Kotahi is that it undergoes an internal investment quality assurance (IQA) review. The IQA process is underway.

Community and Stakeholder Feedback

33. Any engagement on targeted improvements projects will be co-ordinated with the wider LGWM programme and partner organisations

34. A communications and engagement plan outlining the specific communications and engagement activities and timeframes will be developed early in the pre-implementation phase.

35. In the immediate future, we plan to inform stakeholders and potentially the community about the targeted improvements projects dependent on funding partners views.

Implications for Māori

36. LGWM is working in partnership with mana whenua as part of the overall LGWM programme. Mana whenua with interests in Wellington City are:

    - Taranaki Whānui ki te Upoko o te Ika represented by the Port Nicholson Block Settlement Trust
    - Ngāti Toa represented by Te Rūnanga o Toa Rangatira

37. There has been good engagement with mana whenua to date through the LGWM Iwi Partnership Working Group. This will engagement will continue during the pre-implementation phase on opportunities to give life to the mana whenua values and aspirations.

Financial implications

38. An indicative cash flow forecast for the targeted improvements projects is shown in the following tables:

Public Transport Project Cash Flow Forecast by financial Year ($m)

Phase	2021-2022	2022-2023	2023-2024	Total
Pre-Implementation ($m)	0.00	0.54	0.00	**0.54**
Implementation ($m)	0.00	0.45	1.80	**2.25**
Total	**0.00**	**0.99**	**1.80**	**2.79**

General Project Cash Flow Forecast by Financial Year ($m)

Phase	2021-2022	2022-2023	2023-2024	Total
Pre-Implementation ($m)	0.00	1.86	0.00	**1.86**
Implementation ($m)	0.00	1.66	6.63	**8.29**
Total	**0.00**	**3.51**	**6.63**	**10.14**

Legal considerations

39. No legal risks or issues have been identified at this stage in the project.

Risks and mitigations

40. The key risks and opportunities for the targeted improvements projects are documented in Table 16 in the SSBC.

Disability and accessibility impact

41. In the design phase of the project, the project team will develop a communications and stakeholder engagement plan that aims to develop design of options with disability and accessibility in mind.

Climate Change impact and considerations

42. The projects are expected to reduce carbon monoxide, carbon dioxide, nitrous oxide and PM10 emissions. They will also make active and public transport safer and more accessible which will help achieve mode shift.

Communications Plan

43. Once funding partners have approved the targeted improvements Single Stage Business Case, it will be released on the programme website with associated key messages and high level timeline for engagement with public, stakeholders and busineses to inform the detailed design of options. The SSBC will be finalised after the final approval by Waka Kotahi by June 2022.

Health and Safety Impact considered

44. The targeted improvements projects are expected to have positive impacts on health and safety by encouraging people to use active modes and public transport and by reducing reliance on private motor vehicles. Any construction phase related health and safety risks will be assessed, quantified and reported (with mitigation plan).

Ngā mahinga e whai ake nei | Next actions

45. Approval of the SSBC and funding will allow the project to move into the next phases of design (pre-implementation) and construction (implementation).

Design

46. It is proposed to utilise existing consultancy services provided by the two City Streets consortia suppliers who were competitively tendered and appointed in late 2021.

47. To be effective it is proposed that all interventions be bundled into the four areas (City, Karori, Eastern and Southern) and delivered as four packages of work.

Implementation

48. LGWM will be appointing two contractors for delivery of upcoming projects Golden Mile and Thorndon Quay/ Hutt Road and it would be possible to incorporate targeted improvement projects into those contracts

49. Early engagement with LGWM contractors indicates those suppliers are, in principle, supportive of this approach and have both the capability and capacity to deliver the projects.

50. The project team will work with WCC officers with respect to necessary traffic resolutions.

Attachments

Attachment 1. Let's Get Wellington Moving - City Streets, Targeted Improvements, Single Stage Business Case (SSBC) 

Let's GET Wellington MOVING

20 April 2022

City Streets Targeted Improvements

Single Stage Business Case

Neil Cree – NB Consulting

WAKA KOTAHI NZ TRANSPORT AGENCY

Greater Wellington Te Pane Matua Taiao

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Table of Contents

Revision History

Revision No	Prepared by	Description	Date
P1.01	Neil Cree	Draft SSBC for TAG review	10 March 2022
P1.02	Neil Cree	Updated post TAG review	24 March 2022
P1.03	Andrew Wright	Updated post PLT review	5 April 2022
P1.04	Andrew Wright	Updated post further reviews	20 April 2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Neil Cree NB Consulting		22/03/2022
Reviewed by	Andrew Wright City Streets Programme Manager		20/04/2022
Approved by	David Dunlop LGWM Programme Director		20/04/2022

Introduction

1 Introduction

1.1 Overview

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council (WCC), Greater Wellington Regional Council (GWRC), and Waka Kotahi NZ Transport Agency (Waka Kotahi). The vision for LGWM is to build a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys. To realise the vision, the LGWM partners are working together to deliver a transformational city-shaping transport investment programme focused on enabling efficient and effective movement by moving more people with fewer vehicles.

The Let's Get Wellington Moving Programme Business Case (PBC)[1], published in June 2019, identified Mass Rapid Transit and Strategic Highways as key components of the recommended a programme of improvements. Complementing and supporting those is a substantial programme of investment in public transport, walking, cycling and amenity/ place making to provide enhanced travel choice with a strong focus on the central city and effective and efficient connections between the central city and key sub-urban centres. This programme of public transport, walking, cycling, and amenity improvements is collectively known as City Streets.

The approved Indicative Business Case (IBC)[2] for City Streets identified a programme of 19 corridors for investment in walking, cycling, public transport, safety and placemaking across the City to be delivered in two tranches over ten years as shown in Figure 1.

In addition, the IBC proposed two targeted improvements projects. One targeted improvement project is aimed at bus priority with a focus on the Karori corridor while the other is a general project targeting walking, cycling, safety, amenity, and public transport improvements. These two projects (collectively called the targeted improvements projects) are planned to consist of numerous small interventions that are low cost, easily implementable and with benefits known to outweigh costs. It is envisaged that these projects will be delivered over three years to align with the NLTP 2021/ 2024 funding period concluding in June 2024.

1.2 Purpose of this Report

This 'lite' Single Stage Business Case (SSBC) briefly revisits the case for investment in targeted improvements as set out in the recently approved IBC. The SSBC also outlines a programme of proposed interventions along with an indicative implementation strategy for the next steps.

[1] https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Documents/Programme-Business-Case/LGWM-PBC-Report-21-June-2019-Draft.pdf
[2] https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Projects/City-streets/City-Streets-Final-Draft-IBC17.7MB.pdf

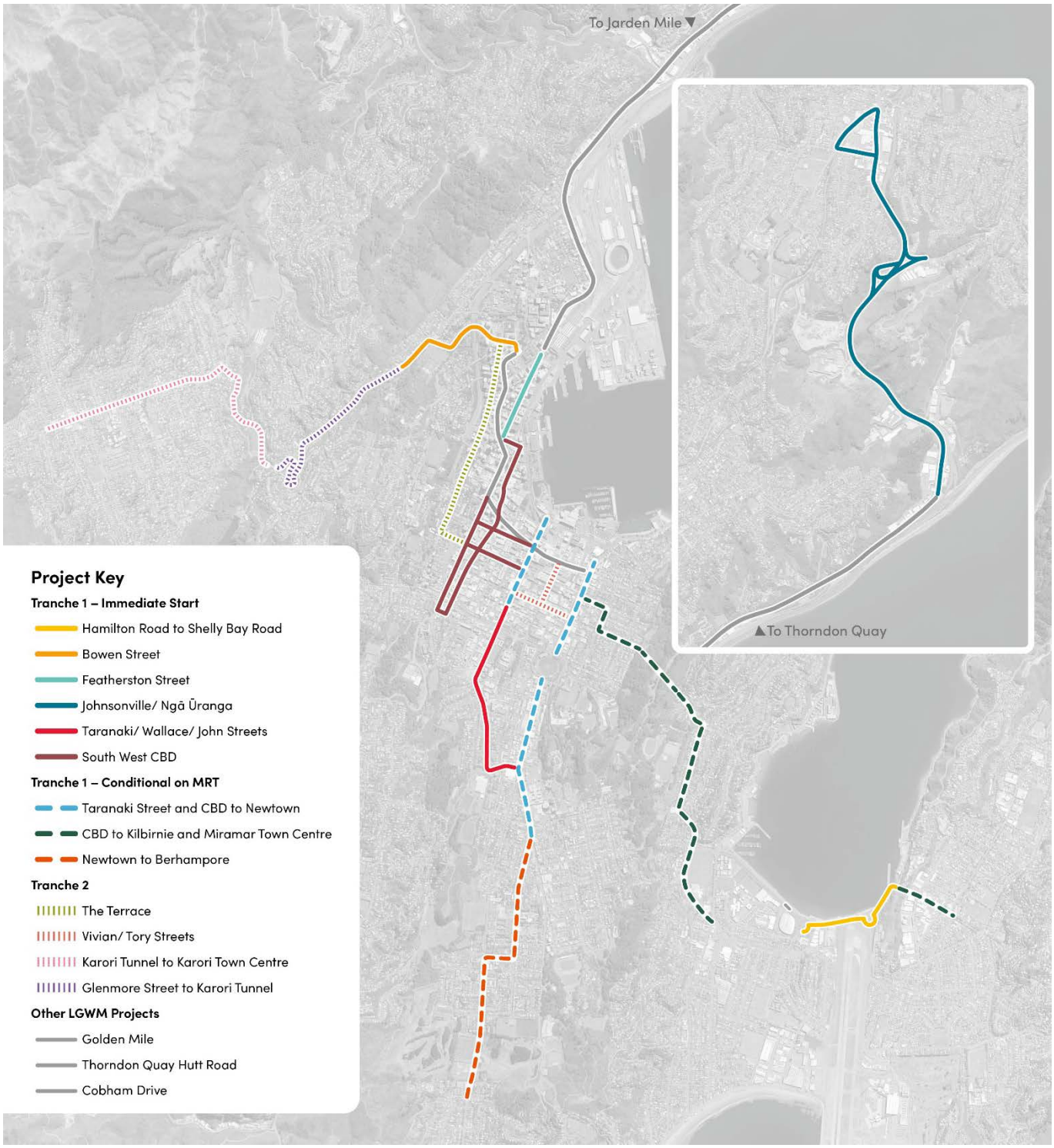


Figure 1: City Streets Projects Map

Strategic Case

2 Purpose of the Strategic Case

The strategic case aims to:

- Briefly set out the strategic context for City Streets and for the targeted improvements projects;
- Confirm the problems, opportunities, and benefits that the City Streets targeted improvements projects is aiming to address; and
- Confirm the investment objectives of the City Streets programme and targeted improvements projects.

3 Strategic Context

3.1 City Streets as part of the Let's Get Wellington Moving Programme

To deliver on the vision of LGWM of a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys, LGWM has five programme objectives as shown in Figure 2.

What outcomes are we seeking?				
Liveability	Access	Carbon emissions and mode shift	Safety	Resilience
What are our objectives? A transport system that …				
Enhances urban amenity and enables urban development outcomes	Provides more efficient and reliable access for users	Reduces carbon emissions and increases mode shift by reducing reliance on private vehicles	Improves safety for all users	Is adaptable to disruption and future uncertainty

Figure 2: LGWM Objectives

To achieve the LGWM outcomes and vision, the programme is split into three main components:

- **Transformational Programme** consisting of Mass Rapid Transport (MRT), Strategic Highway Improvements (SHI) and Travel Demand Management (TDM)
- **Three Year Programme** consisting of the Golden Mile, Thorndon Quay/ Hutt Road, Cobham Crossing and Central City Pedestrian Improvements

- **City Streets Programme** consisting of walking, cycling, public transport, safety and placemaking improvements to 19 corridors across the City

Each component of the programme will enable or support transformational change in the way people live and move through and within Wellington.

Wellington's streets are a critical component of the LGWM vision. The streets form an essential part of the city, connecting people, places, and businesses; enabling character; and providing spaces for people to interact with and enjoy.

The endorsed City Streets IBC primarily focused on improving the levels of service for public transport and active modes, and placemaking, to help move more people with fewer vehicles. With the recommended package targeting safety and making public transport and active travel more accessible for people travelling into, from, and through Wellington.

The City Streets programme proposes to treat 50% of the central city network and 46% of the public transport network in scope for City Streets. This covers parts of the network that currently have a ten-year social cost of injuries of around $300m. The City Streets programme is envisaged to lead to around 3,000 new daily cycle users and, through improvements to public transport reliability, over 4,000 new daily bus trips leading to mode share uplifts of 3.7% for trips from Wellington city to the central city and a reduction in transport related CO_2 emissions of over 1,000 tonnes per annum.

As the package is implemented, there are opportunities to integrate City Street solutions with the wider LGWM programme and other investment priorities of partner agencies, to deliver a holistic and multimodal transport system. These opportunities include:

- Progressing City Street improvements ahead of major disruption from the LGWM Transformational programme, to ensure quality travel choices are available during construction of these major system upgrades;
- Developing interim bus improvements along the agreed MRT route until the MRT is built to help improve the efficiency and attractiveness of bus journeys accessing the City;
- Supporting the Golden Mile improvements by providing connected improvements for walking and cycling in particularly but also bus connectivity linking into the Golden Mile from the strategic corridors;
- Leveraging City Streets opportunities to support and enhance LGWM travel behaviour change package e.g. improved bus and cycling levels of service delivered through city streets and will support travel behaviour change efforts to reduce car use; and
- Complementing other major infrastructure services works/ planned upgrades in affected corridors to minimise disruption, optimise construction efficiencies and project benefits e.g. Wellington City Council's cycle network.

3.2 Why Targeted Improvements

Significant benefit can be derived from investment in low-cost low-risk improvements. In the 2018-21 NLTP period 63% of all improvement projects cost under $1m with over 25 approved organisations improvement programmes solely funded by low-cost low-risk activities[3]. For the 2021-24 NLTP period Waka Kotahi increased the threshold definition for low-cost low-risk activities further from $1m to $2m.

[3] https://www.nzta.govt.nz/assets/planning-and-investment/docs/low-cost-low-risk-programmes-may-2020.pdf

This was in recognition of the value that low-cost low-risk activities deliver and a desire to reduce the administrative burden on project owners in making the case for investment.

There is a strong desire from the public and stakeholders to see change being delivered by LGWM. Whilst several projects in the LGWM programme have advanced to the next stages of development their scale and complexity means that they remain some years off from a construction start and will likely take some time to deliver.

Whilst the City Streets programme has smaller projects within it, they are only at the SSBC stage of development and require further investigation to identify site specific interventions that respond to the specific corridor issues. This process will also take some time with the full programme envisaged to take up to ten years to roll out.

The targeted improvements projects within the City Streets programme consisting of low-cost low-risk interventions allows early and rapid movement of initiatives into delivery on the ground. This is one vehicle, therefore, for LGWM to begin to deliver real transport change for the citizens of Wellington and the region and contribute to building public trust in the LGWM programme.

With the targeted improvements projects being delivered over the next three-year period (2021-24), over time, the City Streets programme will enable Wellington's streets to be an even more integral part of the city — to safely connect people, places, and businesses, and provide character — as well as being spaces that people can enjoy and interact within as part of their everyday lives.

3.3 Relevant Regional/ Local Policies and Strategies

All of the 'vision' level strategic influences on the future form of Wellington City and the transport system that supports it that guided the City Streets IBC remain relevant to targeted improvements projects, these are:

- Wellington Regional Land Transport Plan (2021)
- Wellington Regional Public Transport Plan (2021)
- Our City Tomorrow (2017) – Developed by WCC
- Wellington City Spatial Plan (2020)
- Paneke Pōneke – Draft Bike Network Plan (2021)
- Te Atakura blueprint (2019) and implementation plan (2020)

In addition, several key guidance documents have been produced following the City Streets IBC that are of relevance, these include LGWM draft Urban Design Framework and accompanying Spatial Integration Study (2022), Gehl Public Space Public Life study (2021), draft WCC Green Network Plan (2020) and WCC Te Aro Tātou Traffic Circulation Plan Investigation (2021).

All support a low carbon, compact city with a reduced reliance on the private vehicle and increased take up of walking, cycling and public transport as a means for moving around the city.

3.4 Relevant National Policies and Strategies

The City Streets programme and the targeted improvements projects respond to many key national policies and strategies including:

- The Government Policy Statement on land transport 2021 seeks a more inclusive transport system with better travel options in our towns and cities which support healthy and safe people whilst transitioning to net zero carbon emissions
- The Climate Change Response Act 2002, as amended by the 2019 Zero Carbon Amendments, and Emission Reduction Plan (draft) which sets a domestic greenhouse gas emissions reduction target for New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050 along with the Government's plan to achieve this. The plan includes reducing reliance on cars and supporting people to walk, cycle and use public transport
- Keeping Cities Moving: A plan for mode shift which is Waka Kotahi plan to deliver on social, environmental, and economic outcomes by growing the share of travel by public transport, walking and cycling. The City Streets programme is explicitly referenced as a focus area in the Waka Kotahi Wellington regional mode shift plan
- Road to Zero: New Zealand has committed to decisive action on road safety under Road to Zero: New Zealand's road safety strategy for 2020–2030. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and a target for reducing annual deaths and serious injuries by 40 percent by 2030

4 Problems and Investment Objectives

Given the recent nature of the IBC problem statements and investment objectives have not been revisited nor evidence for them repeated within this SSBC. Further information on the evidence behind the problem statements is available in the endorsed IBC[4].

City Streets and targeted improvements is aiming to respond to the following three problems:

- Journeys are slow and less predictable, due to modes competing for space in constrained corridors, which is hindering the uptake of multimodal options further exacerbating poor safety and health outcomes along with declining transport levels of service
- Wellington's future transport system and places are becoming less accessible and attractive with growing demand for travel through, from, and in the central city, threatening Wellington's position as a great harbour city and the economic and cultural heart of the region
- The attractiveness of public transport, walking and cycling relative to the private car is not yet sufficient to stimulate a step change in mode shift away from private vehicles

[4] https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Projects/City-streets/City-Streets-Final-Draft-IBC17.7MB.pdf

These problems, in turn have led to the development of City Streets objectives which have been adopted for the targeted improvements projects and which, in turn, contribute to the Let's Get Wellington Moving objectives as presented in Figure 2. The City Streets and targeted improvements investment objectives are:

- Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking
- Reduce reliance on private vehicle trips by making strategic PT corridor safe, more efficient, and reliable, with easy connection points
- Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike
- Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices

4.1 Climate Change

Political commitments to climate change and greenhouse gas emissions reduction targets are driving a heightened focus on the value and importance of a lower carbon economy and society.

With commitments to climate action from both national and local governments climate change has received a heightened focus across the LGWM programme and City Streets.

Targeted improvements projects will contribute to this enhanced focus by:

- Encouraging people to walk, cycle and use public transport more, and use cars less;
- Prioritising people walking, cycling, and using public transport on key corridors; and
- Improving public transport capacity, quality, and performance.

4.2 COVID-19 Impacts on the Rate of Population and Job Growth

While the COVID-19 pandemic may generate changes to the rate of the City's economic and population growth over the next 2 – 3 years, the medium to long term outlook remains positive[5]. Wellington is less affected by the loss of international tourism, visitors, and students than other areas, as its public sector and professional services sector support employment growth[6].

While changes in the nature of work could see a reduction in peak trips to Wellington City, because of more people working remotely, overall, the 10-year outlook for travel demand in Wellington remains unchanged from current forecasts[7]. On this basis, no significant long-term impacts are currently expected from COVID-19.

[5] Waka Kotahi is commissioning further analysis to better understand the 2-5 years' impacts (likely to be available in March 2021).
[6] Waka Kotahi Arataki, Version 2 https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-wellington-august-2020.pdf gives more detail about this.
[7] Ibid

4.3 Implications for the City Streets and Targeted Improvements

The evidence suggests that without the proposed City Streets and targeted improvements investments we are at risk of failing to achieve the broader outcomes sought by LGWM, the city and region – as summarised below.

Liveability	If we do nothing: • Our ability to enhance urban amenity and create street environments that are attractive places for people will become increasingly challenging. • People will spend more time travelling to get to their destinations on time, leading to losses in productivity and reduced leisure and personal time. • Increased noise, pollution and severance will affect the amenity and attractiveness of Wellington's central city as a place in which to live, do business and visit.
Access for growth	If we do nothing: • The transport system won't have capacity to meet growth in travel demand because of population and employment growth. Buses will be unreliable, trains crowded, and roads congested for longer periods.
Reduced car reliance	If we do nothing: • Achieving our mode shift goals – less driving, more walking, cycling and public transport –- will be challenging if using public transport is slow, unreliable, and crowded, and walking and cycling is unpleasant or feels unsafe.
Safety	If we do nothing: • The number of deaths and serious injuries to pedestrians and cyclists will remain unacceptably high. • This will result in social and economic costs, including social trauma, lost productivity, and increased healthcare costs.
Resilience	If we do nothing: • Smaller disruption events will have more far-reaching impacts because the transport system will be operating at capacity for more of the day.
Carbon emissions	If we do nothing: • There will be less potential to reduce transport generated carbon emissions through mode shift from private car to walking, cycling and public transport as the city and region grows.

4.4 Benefits Delivered by Targeted Improvements

The City Streets IBC identified several key performance indicators that reflect the benefit to be gained from investing in the City Streets programme and help determine the success of the recommended City Streets programme when implemented. These have been adopted for the targeted improvements projects, however, because of the nature of the targeted improvements projects (being low-cost low-risk) it is difficult to quantify the likely scale of benefits attributable to the targeted improvements projects and any interventions specific before-and-after monitoring is unlikely to represent value for money. Instead, commentary on the likely focus for benefits from targeted improvements is made and it is proposed that benefits realisation for targeted improvements be incorporated into the City Streets corridor specific SSBC's.

Table 1: Targeted Improvements Key Performance Indicators

Investment Objectives	KPI's	Commentary
1. Create a more people friendly and livable city with attractive streets and places where people can move safely and easily when walking.	KPI 1.1: Urban Amenity	The accessibility and amenity of walking and cycling journeys, particularly within the central city as well as at bus stop facilities is improving
	KPI 1.2: Pedestrian level of service	Pedestrian delays and levels of congestion at crossing intersections/ on key routes is reducing
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	KPI 2.1 Travel time reliability	Travel time reliability for public transport (buses) on key strategic bus routes is improving
	KPI: 2.2 Comparative travel times between modes	Travel time for buses is improving relative to the car
	KPI: 2.3 PT network reliability	Percentage of scheduled bus services that ran as tracked by Metlinks' RTI and Snapper systems is improving
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	KPI: 3.1 The quality of cycling infrastructure	Infrastructure Level of Service (Danish method) along and around the corridor (Percent Cycle network LoS A-C, Percent Cycle network LoS D-F)
	KPI: 3.2 Forecast new cycle users	Number of daily cyclists on key corridors is increasing
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	KPI: 4.1 Opportunities for urban development and value uplift (not adopted for targeted improvements)	Scale of targeted improvements is unlikely to significantly effect urban development decisions
	KPI: 4.2 DSIs for all transport users (by mode)	DSI's for all transport users is reducing
	KPI: 4.3 Mode share in the central city	Number of people travelling across the central city screenline (north, south, east, and west) by walking, cycling and public transport is increasing Number of people travelling across the central city screenline (north, south, east, and west) by single occupancy vehicle is decreasing
	KPI: 4.4 Mode share across the region	Person kilometers travelled by walking, cycling and public transport is increasing Person kilometers travelled by private vehicle is decreasing
	KPI: 4.5 Transport related $CO_{2\text{-}e}$ emissions (city)	Transport related $CO_{2\text{-}e}$ emissions (city) are decreasing

Economic Case

5 Purpose of the Economic Case

This economic case identifies and recommends interventions for the targeted improvements projects ('Public Transport with Karori Focus' and 'General'). A long list of interventions covering a range of locations and modes have been considered and prioritised to inform an overall recommendation and to fit within the endorsed City Streets IBC budgets envelopes for the targeted improvements projects.

The remainder of this section:

- Provides an overview of the methodology adopted;
- Outlines the long list interventions considered for investment; and
- Presents a final recommended package of interventions demonstrating how they give effect to City Streets investment objectives.

6 Overview of Approach

The process for developing the targeted improvements projects is summarised in Figure 3 below, outlined in Appendix A, and described in more detail in the *City Streets – Targeted Improvements, Selection Criteria and Prioritisation Framework (January 2022)*. The process and detail have been developed in collaboration with a Technical Advisory Group made up of representatives of LGWM funding partner organisations and subject matter experts.

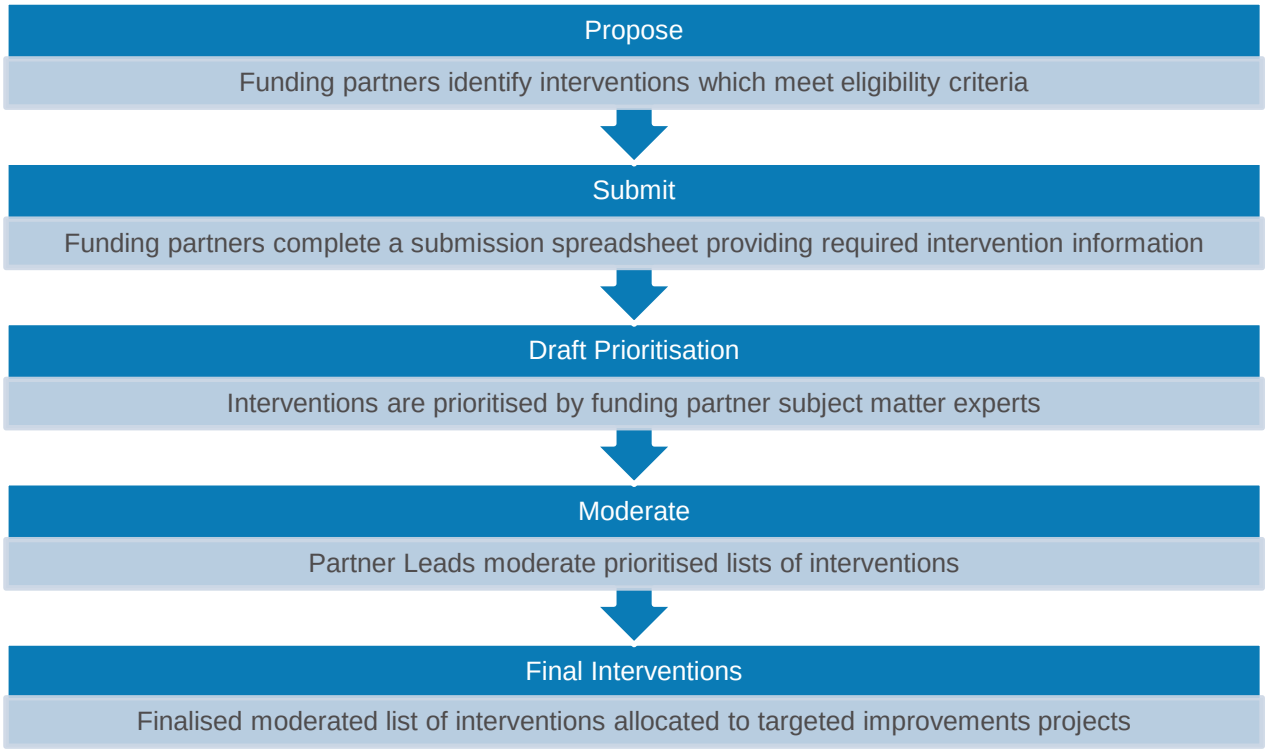


Figure 3: Programme Delivery Process

7 Intervention Identification and Refinement

Through the targeted improvements process outlined above and through a series of four area-based workshops (Karori, Eastern, Southern and City) 146 interventions were put forward for consideration (refer Appendix B and C). Examples of the interventions put forward are listed in Table 2.

Table 2: Example Interventions

Category	Example Interventions
Bus improvements	• Bus stop rationalisation • Bus stop geometry • Bus stop capacity and accessibility • Bus swept path improvements • Bus lanes & bus priority improvements
Walking/ amenity improvements	• Accessibility improvements • Wayfinding improvements • Raised crossings • Signal improvements – legs and timing • New/ improved crossings
Cycle improvements	• Improved geometry • Bi-directional cycleways • Increased cycle capacity at intersections

Category	Example Interventions
Safety improvements	• Raised safety platforms • Intersection treatments • Speed management

Table 3 below presents the number of interventions by area as well as the combined construction cost estimate of the interventions. The total cost of proposed activities is $20.3m which is 80% more than the available targeted improvements budgets.

Table 3: Summary Statistics of Longlist of Interventions by Area

Area	Number of Interventions	Cost of Interventions ($m)
City	35	7.8
Karori	29	5.3
Eastern	27	3.7
Southern	55	3.5

The moderation process was therefore essential to target the available investment to the highest priority interventions with the greatest chance of successful delivery. In reviewing the interventions consideration was given to:

- Strategic priorities of Greater Wellington Regional Council for bus services with a focus on the Number 2 route and future proofing it for high-capacity articulated buses and supporting pedestrian infrastructure
- Enhancing wider city programmes such as the transitional cycle programme by providing additional supporting infrastructure such as widened and improved crossings at Oriental Bay Parade/ Cable Street/ Wakefield Street
- Support of other LGWM activities such as providing supporting infrastructure to the Cobham Drive crossing
- Timing of other City Streets SSBC delivery and LGWM or partner projects – removing projects with short lead in times before further network enhancements are envisaged through other City Streets projects
- Clarity of scope and solution – excluding interventions that required significant optioneering or further scope definition – referring these instead to their respective LGWM/ City Streets SSBC's to address
- Eligibility – excluding interventions which exceeded the cost threshold by a significant margin and had been removed from partner programmes with the intention that City Streets would be the substitute funding vehicle

Interventions were also split into three groups:

- Probable interventions – these should progress to delivery immediately
- Possible interventions – these should progress to delivery, but which should be held back and be contingent on the overall affordability and delivery of the probable interventions
- Future possible – whist not part of the targeted improvements projects, they are aligned to the intention of the programme but are of lower priority and fall outside of what is affordable

7.1 Recommended Interventions

Through the moderation process, 146 interventions were reduced to form two recommended projects consisting of 34 interventions within the Public Transport Karori Focus project and 49 interventions within the General project. The recommended interventions are shown geographically in Figure 4 and the split of interventions by area is summarised in Table 4 and Table 5 below. Further detail on the scope, cost estimates and outcomes of the interventions is detailed in Appendix B and Appendix C.

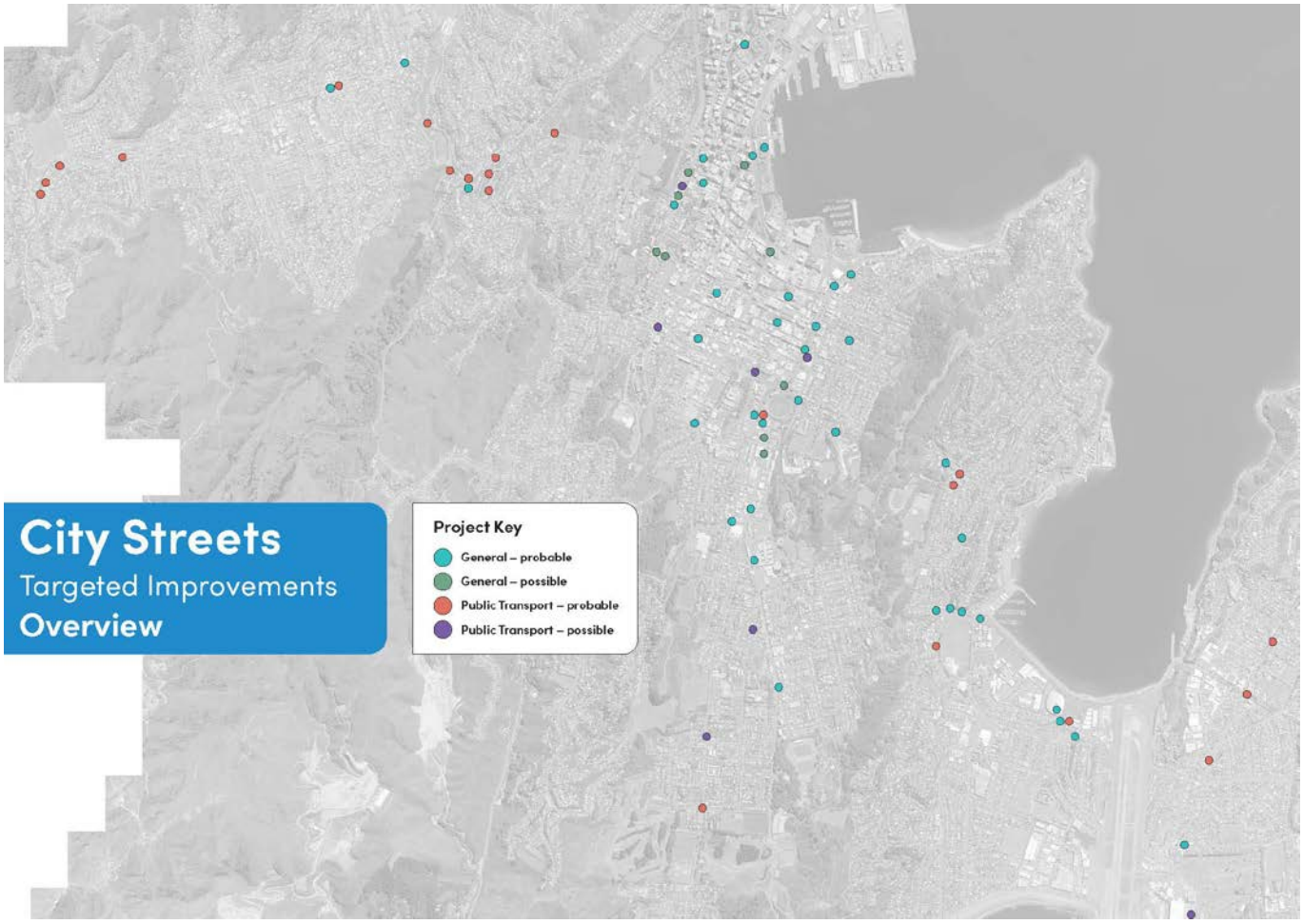


Figure 4 Recommended Interventions Map

Table 4: Summary Statistics of Shortlisted Public Transport Interventions by Area (no. of Interventions ($m))

Project	Package	City	Karori	Eastern	Southern	Total
Public Transport	Probable	0 (0.00)	14 (0.86)	11 (0.62)	2 (0.23)	**27 (1.71)**
	Possible	2 (0.11)	0 (0.00)	1 (0.01)	4 (0.26)	**7 (0.38)**

Table 5: Summary Statistics of Shortlisted General Interventions by Area (no. of Interventions ($m))

Project	Package	City	Karori	Eastern	Southern	Total
General	Probable	13 (2.80)	3 (1.01)	11 (1.80)	13 (1.00)	**40 (6.61)**
	Possible	5 (0.95)	0 (0.00)	1 (0.01)	3 (0.18)	**9 (1.14)**

8 Outcomes Delivered

8.1 Contribution to City Streets Objectives

An assessment of the envisaged outcomes and focus for the recommended interventions has been undertaken. As shown in Figure 5 and Figure 6 below, 52% of the funding is targeted towards creating more liveable and attractive streets with 30% directed to enhancing public transport corridors. At the intervention level this represents a greater proportion of public transport interventions (46% of the projects) reflecting the relatively lower cost of public transport improvements, many of which are made up of 'lines and signs' rather than any substantial engineering works.

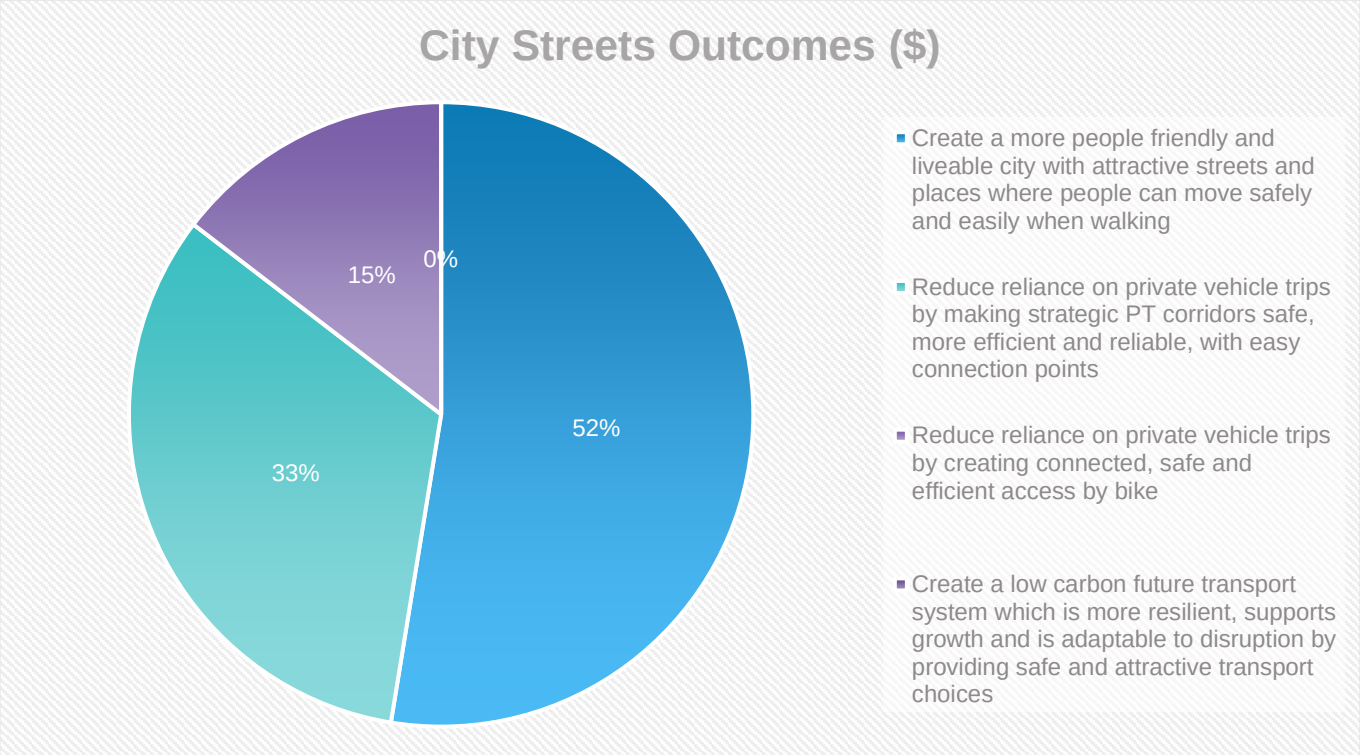


Figure 5: City Streets Outcomes Targeted by the Interventions ($ spend)

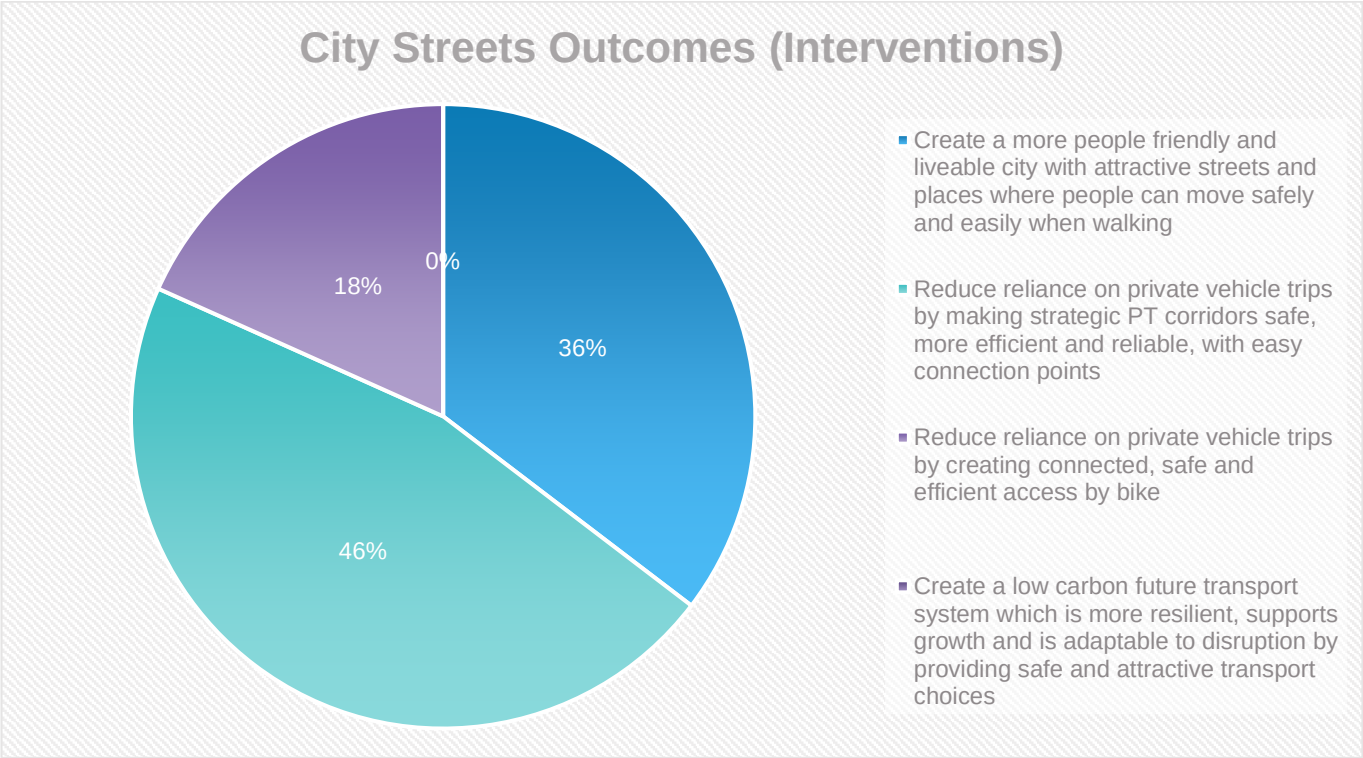


Figure 6: City Streets Outcomes Targeted by the Interventions (Interventions)

8.2 Intervention Type

To deliver against the City Streets outcomes the interventions cover a range of interventions including public transport, walking, and cycling. Whilst scope summaries are included in Appendix B, Figure 7 and Figure 8 below show the distribution of expenditure and interventions.

Approximately 44% of interventions, representing 32% of the spend, is predominantly public transport infrastructure with 34% of interventions, and 51% of the spend going towards walking and amenity interventions. There are a relatively low number cycling interventions as the Wellington City Council is already pursuing a significant transitional cycleway programme in many of the corridors considered for targeted improvements.

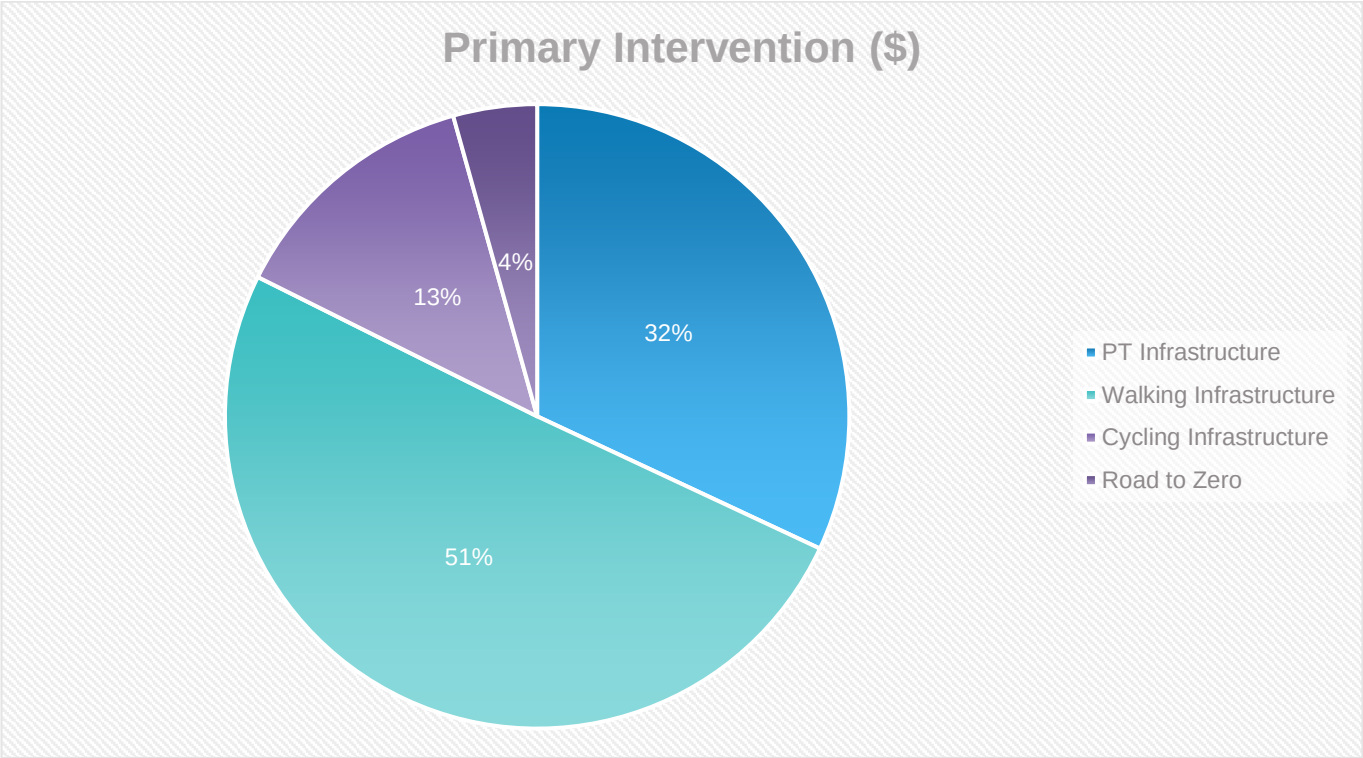


Figure 7: Interventions Making up the Targeted Improvements Projects ($ spend)

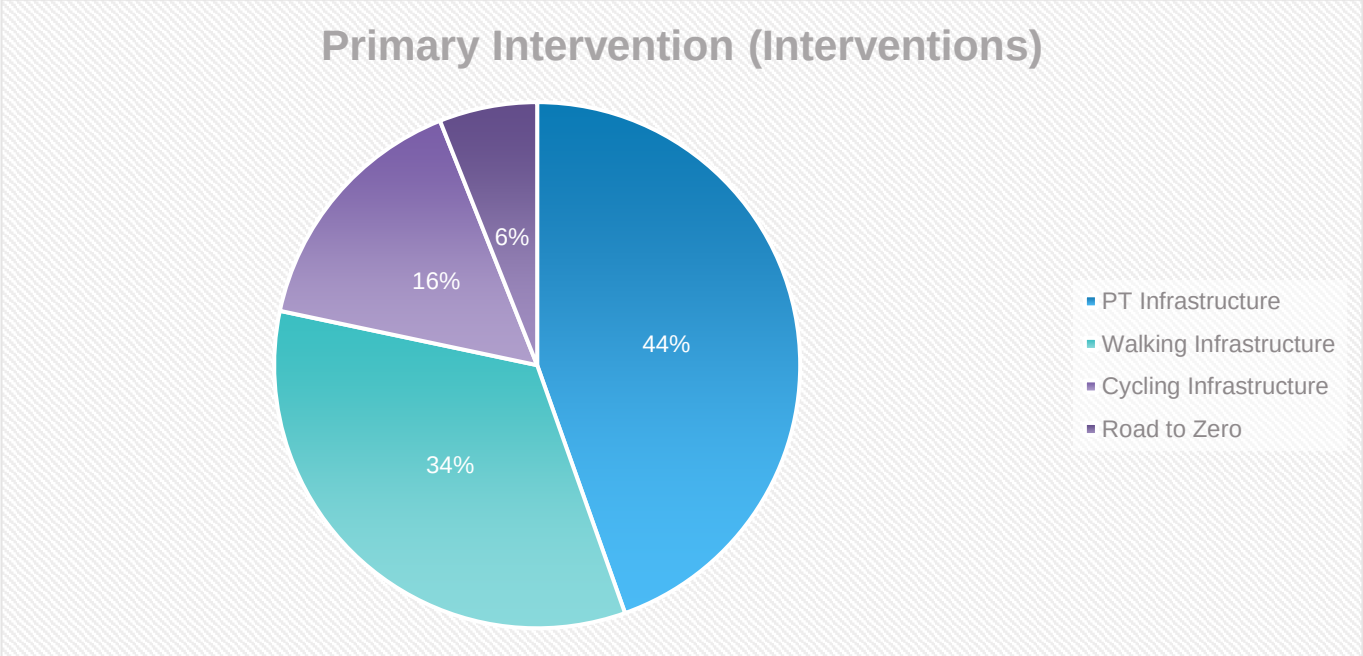


Figure 8: Interventions Making up the Targeted Improvements Projects (Interventions)

With a focus on liveability and public transport interventions the targeted improvements projects will enhance urban amenity, access and safety primarily. The projects aim to improve the connectedness of people and places by making it easier and more attractive and safer to walk around the city as well as improving the amenity and travel time reliability of key bus routes. Whilst a modest programme, through this emphasis, targeted improvements will contribute to LGWM partners aspirations for moving more

people with fewer cars, with the associated climate change benefits, by improving the attractiveness of walking, cycling and public transport.

There are fewer primary cycling interventions for two key reasons. Firstly, targeted improvements projects avoided duplicating the significant existing investment plans of Wellington City Council in the transitional cycle network, as part of its Bike Network Plan roll out. Secondly, many of the walking projects contain elements of cycling improvement also. Where there are cycling improvements proposed by targeted improvements projects these are complementary too, and integrated with, the Council's transitional cycle network projects.

9 Cost Benefit Assessment and Investment Prioritisation

9.1 Benefit Cost Assessment

The interventions within the targeted improvements projects are low-cost low-risk as defined by Waka Kotahi as they are distinct interventions and are significantly below the cost threshold of $2m. In developing the targeted improvements projects the same exclusions that apply to Waka Kotahi low-cost low-risk activities have been adopted. And Waka Kotahi key principals for low-cost low-risk programmes[8] have also been adopted, including:

- The interventions have been optimised by following a straightforward process to reflect the Government's priorities as outlined in the economic case; and
- Not calculating a benefit-cost ratio (BCR) but identifying the principal benefit the interventions is seeking to achieve and considered value for money in moderating the interventions list.

On this basis a BCR for the targeted improvements projects has not been calculated, however, it is anticipated to be in the range 3.0-5.9 in line with Waka Kotahi guidance for investment prioritisation of low-cost low-risk programmes.

9.2 Investment Prioritisation

Given the similarities between the targeted improvements projects and Waka Kotahi criteria for defining low-cost low-risk improvement programmes (which apply to local road, state highway and public transport improvements activity classes, as well as to Road to Zero, and walking and cycling activity classes). The targeted improvements projects have been assessed at the programme level in line with Waka Kotahi guidance[9]. The generic rating for a low-cost low-risk programme such as the targeted improvements projects is HHM, priority order 4.

[8] https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/2021-24-nltp-activity-classes-and-work-categories/other-work-categories/wc-341-low-cost-low-risk-improvements/

[9] https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/2021-24-nltp-investment-prioritisation-method/determining-the-priority-order-of-an-activity-or-combination-of-activities/#prioritisation-for-low-cost-low-risk-programmes

Financial Case

10 Financial Case – LGWM Programme Wide Context

This section outlines:

- The financial context to the wider LGWM programme including highlighting the approach to clarifying the affordability of the programme as a whole and what elements are to be funded by the partnering organisations;
- Cost estimates and assumptions; and
- Targeted improvements projects cost and cash flow estimates.

10.1 Funding – Partner Affordability

The following sections set out the agreed approach to the City Streets financial arrangements, including targeted improvements interventions.

10.1.1 Financing

The LGWM programme is not the only funding pressure partners have and therefore partners will need to make wider decisions about their cash flow and financing.

For the projects within the City Streets programme, of which targeted improvements is part, the cash flow funding required of each funding partner will be provided and it will be up to that partner to determine the financing arrangements for their own cash flow management, if any.

It is expected Councils will debt fund the next phase and Waka Kotahi use the NLTF on a 'paygo' basis.

10.1.2 Funding

The Council partners have included funding for the next phases of work expected over the next few years in their long-term plans using their existing rating tools. The City Streets programme, including the targeted improvements projects, have also been included in the Wellington RLTP and identified alongside other LGWM activities as a significant activity, Priority 6.

Waka Kotahi is expected to fund the central government share from the NLTF for the next phase of work.

10.1.3 Funding Partner Cost Shares

Project costs need to be allocated to funding partners including Councils. This allocation sets out what each funding partner must fund and over what period. Cost shares may vary by phase (business case development, implementation, and operational costs).

For the next phase of targeted improvements of the City Streets programme the interim agreed funding arrangement, documented in schedule 5 of the 2020 LGWM Relationship and Funding agreement (RFA) to allocate cost shares to funding partners, will be used.

10.2 Construction Cost Estimates

A high-level cost estimation approach has been adopted for the targeted improvements projects construction costs at a level appropriate for low-cost low-risk activities. Intervention costs estimates were developed utilising unit cost estimates from Wellington City Council's 2020 databases as presented in Appendix D. Waka Kotahi's SM014 cost estimation processes were not used at this phase of the projects as sufficient design to inform those processes has not been undertaken, aligning with a low-cost low-risk activity approach.

Actual costs are likely to vary from these indicative cost estimates for a variety of reasons, including hard-to-predict local cost factors, optimism bias and construction cost inflation from 2020. To account for this, cost certainty factors have been applied to each intervention based on an assessed cost certainty score to reflect its overall cost certainty. The cost certainty factors applied are shown in Table 6 below.

Table 6: Cost Certainty Factors

Cost Certainty Score	Cost Certainty Factor
Very good	1.10
Good	1.15
Poor	1.30
Very Poor	1.50

The construction cost estimates (with cost certainty factors applied) for the targeted improvements projects are as presented in Table 7 and Table 8 below.

Table 7: Public Transport Project Construction Cost Estimates ($m)

Project	Package	City	Karori	Eastern	Southern	Total	
Public Transport	Probable	0.00	0.86	0.62	0.23	**1.71**	**2.09**
	Possible	0.11	0.00	0.01	0.26	**0.38**	

Table 8: General Project Construction Cost Estimates ($m)

Project	Package	City	Karori	Eastern	Southern	Total	
General	Probable	2.80	1.01	1.80	1.00	**6.61**	**7.75**
	Possible	0.95	0.00	0.01	0.18	**1.14**	

10.3 Other Cost Estimates

10.3.1 Pre-Implementation Cost Estimates

It will be a challenge to achieve beneficial economies of scale in the design or pre-implementation phase since the interventions within the targeted improvements projects are small and many are not all in close proximity to each other. Interventions within the LGWM Central City Pedestrian Improvements project are similar in scale and complexity to the targeted improvements projects and design costs are approximately 20% of the construction costs. As a result, 20% of the construction cost estimates has been allowed for design. The cost estimates for design include project development, optioneering, design, coordinating and responding to TAG and other internal and external design reviews, preparing traffic resolutions and communications and engagement support.

In addition to design costs, allowances have been made for external reviews and audits, engagement and consultation during design as well as project management by LGWM staff and inflation.

10.3.2 Other Implementation Cost Estimates

In addition to construction costs, allowances have been made for engagement and consultation during the construction or implementation phase as well as coordination, project management and Management, Surveillance and Quality Assurance (MSQA) by LGWM staff and inflation. The project costs estimates including the costs outline in the above sections are shown in Table 9 and Table 10 below.

10.4 Project Cost Estimates

Cost estimates are indicative and based on multiple sources including 2020 unit cost estimates from Wellington City Council's databases with limited adjustments for site-specific known issues. While cost certainty factors have been applied there are residual risks that the full lists of probable and possible interventions cannot be delivered within the cost estimates. Contingency allowances have not been made on top of the project cost estimates consistent with low-cost low-risk projects.

If risks materialise such that the full lists of interventions can no longer be delivered within the approved budgets then selected possible interventions will not be constructed.

Table 9: Public Transport Project Cost Estimates ($m)

Project Phase	Cost Estimate
Pre-Implementation ($m)	0.54
Implementation ($m)	2.25
Total ($m)	**2.79**

Table 10: General Project Cost Estimates ($m)

Project Phase	Cost Estimate
Pre-Implementation ($m)	1.86
Implementation ($m)	8.29
Total ($m)	**10.14**

10.5 Cash Flow Forecast

An indicative cash flow forecast for the targeted improvements projects is shown in Table 11 and Table 12 below. This is based on the indicative programme included in the management case.

Table 11: Public Transport Project Cash Flow Forecast by financial Year ($m)

Phase	2021-2022	2022-2023	2023-2024	Total
Pre-Implementation ($m)	0.00	0.54	0.00	**0.54**
Implementation ($m)	0.00	0.45	1.80	**2.25**
Total	**0.00**	**0.99**	**1.80**	**2.79**

Table 12: General Project Cash Flow Forecast by Financial Year ($m)

Phase	2021-2022	2022-2023	2023-2024	Total
Pre-Implementation ($m)	0.00	1.86	0.00	**1.86**
Implementation ($m)	0.00	1.66	6.63	**8.29**
Total	**0.00**	**3.51**	**6.63**	**10.14**

Commercial Case

11 Commercial Case – Overview

This section provides a high-level assessment of the potential for professional services and contractors to deliver the infrastructure improvements associated with the targeted improvements projects.

12 Commercial Considerations

The interventions making up the targeted improvements projects are varied but are low-cost low-risk in nature as such no capability constraints are envisaged. That said, the scale of the project and the current market capacity within Wellington means that the projects are unlikely to be an attractive tendering proposition for many.

13 Procurement Approach – Next Phase

As the interventions making up the targeted improvements projects are relatively standard in nature there are several approaches which could be adopted to obtain the professional services and contractors for the next stages of pre-implementation and implementation.

13.1.1 Pre-Implementation Options – Existing Suppliers Versus go to Market

At a high level there is the option to either go to market with the targeted improvements projects or leverage existing commercial arrangements with consultants and contractors that exist within LGWM and its funding partners.

Given the scale of the projects and the capacity of the market presently it is considered inefficient to go to market for targeted improvements as the costs (and time) of procuring and tendering would far outweigh any value for money gains that would be attained, if any.

Therefore, it is proposed to utilise existing consultancy services provided by the two City Streets consortia suppliers who were competitively tendered and appointed in late 2021. At that time, the prospect of potentially incorporating development of targeted improvements interventions into those contracts was discussed and agreed to by the successful tenderers.

To be effective it is proposed that all interventions be bundled into the four areas (City, Karori, Eastern and Southern) and delivered as four packages of work. This would provide efficiencies of scale and in decision making where other Wellington City Council requirements (such as consultation and traffic resolutions) are required to be met prior to implementation.

13.1.2 Implementation Options

Three delivery options have been considered:

- Tender – Go to market for a contractor(s) to implement the project
- Wellington City Council Contractors – Utilise Wellington City Council's existing road maintenance contractor and/or contractors engaged to deliver transport infrastructure such as the transitional

cycle programme to implement targeted improvements as appropriate and in accordance with Wellington City Council Procurement Strategy and wider Transport Procurement Strategy

- LGWM Contractors – LGWM will be appointing two contractors for delivery of upcoming projects Golden Mile and Thorndon Quay/ Hutt Road and it would be possible to incorporate targeted improvement interventions into those contracts

As for pre-implementation suppliers, it is unlikely that a new tendering process would be effective, efficient or deliver value for money. Delivery by a maintenance contractor would likely result in delays as work may be programmed to fit around existing commitments, as has been observed with the LGWM Central City Pedestrian Improvements project.

The preferred approach is to utilise LGWM contractors that are being appointed for Golden Mile and Thorndon Quay/ Hutt Road construction. Early engagement with these contractors indicates those suppliers are, in principle, supportive of this approach and have both the capability and capacity to deliver the projects.

13.2 Pre-Implementation/ Implementation Commercial Decisions

As part of the pre-implementation phase principals for allocating implementation interventions to respective contractors will be developed based on consideration of several factors including:

- Resource availability;
- Synergies between work packages and effectiveness of bundling; and
- Timing of wider work programmes (to co-ordinate with existing planned works to obtain efficiencies and reduce customer disruption).

Developing the implementation pathway will be the responsibility of the targeted improvements Project Manager (refer Management Case).

Management Case

14 Management Case – Overview

Management of the targeted improvements projects will fall under City Streets and the wider programme governance, management, funding, and delivery arrangements of the LGWM programme.

15 Governance Structure and Project Roles

The next stages of targeted improvements projects are being delivered by the LGWM programme with LGWM governance and decision-making process being applicable. The next stage of the programme is pre-implementation and implementation. Figure 9 outlines the LGWM governance under which the targeted improvements as part of City Streets sits.

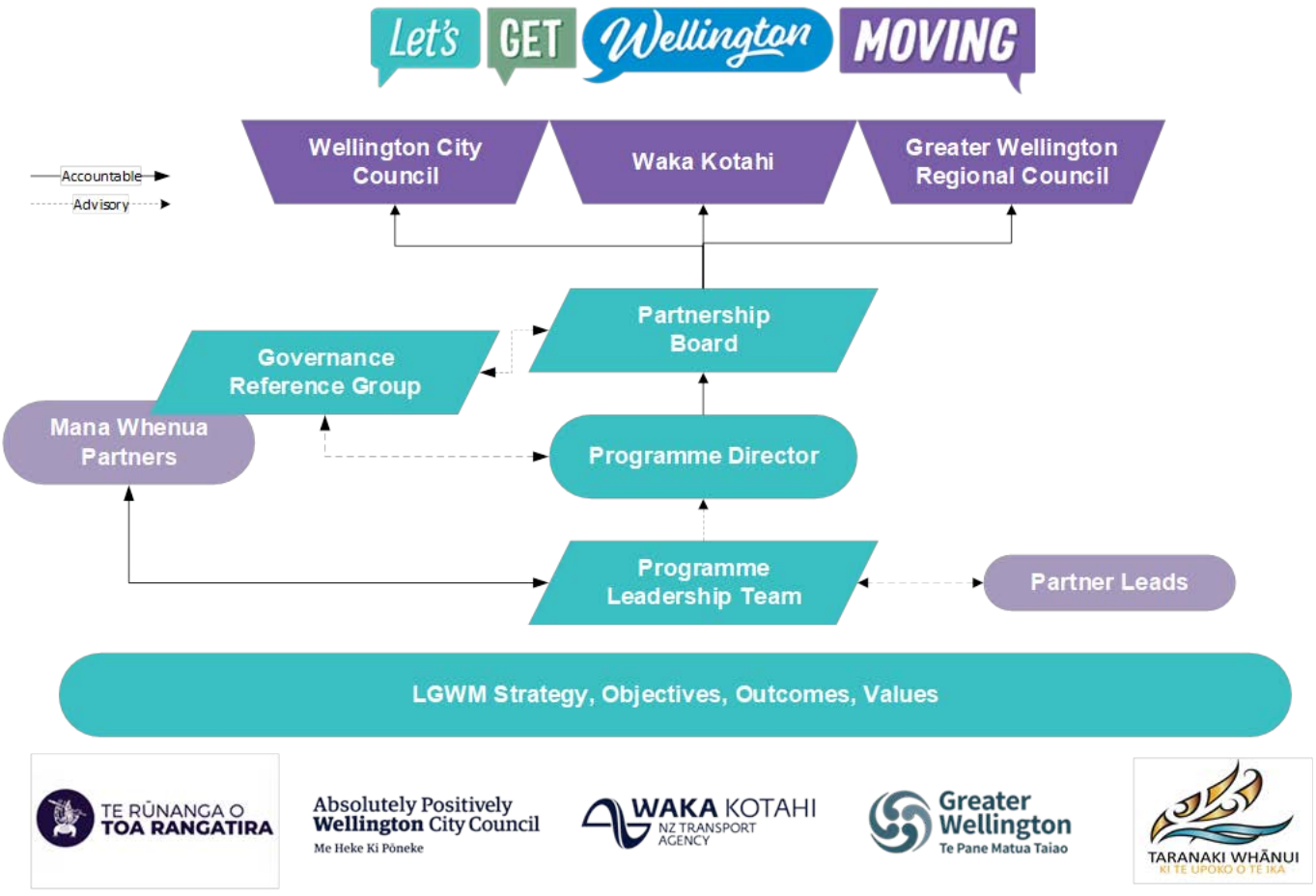


Figure 9: LGWM Governance Structure

At the project level, targeted improvements will be led by the targeted improvements Project Manager supported by a consulting team and wider City Streets Technical Advisory Group made up of technical expert representatives from partner organisations whose role it is to provide guidance to the wider City Streets team as projects evolve.

15.1 Integration Across City Streets and Wellington City Council Programmes

Integration across LGWM, City Streets and Wellington City Council programmes will be maintained through the close working of the City Streets Project Managers (including the targeted improvements Project Manager) supported by a consistent support team. Consistency of external advice across City Streets will be provided through the City Streets Principal Advisor and the Technical Advisory Group which is made up of Wellington City Council representatives. Through this representation, alignment to complementary council programmes such as the Paneke Pōneke (Bike Network Plan) and other relevant WCC teams (UD, PSR, TI etc) work during design should ensure integration across citywide projects.

16 Indicative Programme and Next Steps

An indicative programme for targeted improvements is shown in Table 13 below. The targeted improvements Project Manager will be accountable for the immediate next steps to progress to the pre-implementation and implementation phases.

Table 13: Targeted Improvements Indicative Programme

Activity	Indicative Dates
SSBC and Funding Approvals	
IQA	March 2022 – April 2022
Funding Partner SSBC Approvals	May 2022 – June 2022
Funding Approval	June 2022 – July 2022
Targeted Improvements Pre-Implementation	
City Streets contractor scope and commercials developed and agreed for four work packages	July 2022
Pre-Implementation – Design (incl. Consultation and Council processes)	July 2022 – March 2023
Targeted Improvements Implementation	
Implementation – Intervention delivery pathway defined and agreed	December 2022 – January 2023
Implementation – Scope and commercial arrangements agreed with contractor	January 2023 – March 2023
Implementation phase	April 2023 – June 2024

16.1.1 Targeted Improvements Funding Request

In conjunction with SSBC approvals it is requested that funding for pre-implementation and implementation if released concurrently. This will enable delivery of the interventions shortly following their design, realising benefits sooner and improving public confidence through delivery. The cost breakdown for the funding requests is outlined in Table 14 and Table 15 below.

Table 14: Public Transport Project Funding Request ($m)

Project Phase	Funding Request
Pre-Implementation ($m)	0.54
Implementation ($m)	2.25
Total ($m)	**2.79**

Table 15: General Project Funding Request ($m)

Project Phase	Funding Request
Pre-Implementation ($m)	1.86
Implementation ($m)	8.29
Total ($m)	**10.14**

17 Adapting to Change

As the targeted improvements projects advance it will be necessary to review interventions to ensure that they remain consistent with the intent of the project, that is, they are low-cost low-risk with benefits which directly contribute to the objectives of LGWM, and which outweigh the costs of the intervention.

This monitoring and adjusting (where required) is an essential part of the targeted improvements Project Managers role in conjunction with advice from the City Streets Principal Advisor and City Streets Programme Manager.

Through on-going monitoring of the projects, the Project Manager will adapt the programme to include possible interventions or defer probable projects. This will be done in consultation with the Technical Advisory Group and Partner Leads to ensure alignment between funding partners on any necessary trade-offs between outcomes.

18 Stakeholder Engagement

Any engagement on targeted improvements will be co-ordinated with the wider LGWM programme and partner organisations through the LGWM Communications and Engagement team and the targeted improvements Project Manager.

A communications and engagement plan outlining the specific communications and engagement activities and timeframes will be developed early in the pre-implementation phase by the targeted improvements Project Manager with support from the LGWM Communications and Engagement team. This plan will include sufficient engagement with stakeholders prior to commencing the traffic resolution process, presently assumed to be four weeks.

Currently it is envisaged that targeted engagement associated with traffic resolutions will be required around February 2023 to enable interventions which require traffic resolutions to be considered by Wellington City Council. The intention is to as far as practicable, engage on areas or corridors rather than specific interventions. This approach will better use resources, minimise consultation fatigue, and allow broader conversations rather than focussing on single interventions. A more comprehensive programme will be developed for the areas or corridors once a greater understanding of the optimal approach to take the interventions through the traffic resolutions process has been developed.

In the immediate future, stakeholders and potentially the community are planned to be informed about the targeted improvements projects dependent on funding partners views.

19 Mana Whenua Partnerships

LGWM is working in partnership with mana whenua as part of the overall LGWM programme. Mana whenua with interests in Wellington City are:

- Taranaki Whānui ki te Upoko o te Ika represented by the Port Nicholson Block Settlement Trust
- Ngāti Toa represented by Te Rūnanga o Toa Rangatira

An iwi partnership working group, comprising members of Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa, has been established to help the programme appropriately consider mana whenua perspectives and support broader mana whenua engagement.

Both iwi also participate in the governance of the programme as members of the Let's Get Wellington Moving Governance Reference Group. As the projects develop engagement with mana whenua will occur to ensure that mana whenua perspectives are considered and provided for. This may include, for example, how mana whenua values are incorporated into the design of improvements and how pre-European history of place can be better expressed.

20 Traffic Resolutions

A traffic resolution from Wellington City Council will be necessary for several targeted improvements interventions. A traffic resolution is necessary in order to document that a formal (and legally enforceable) decision was made to implement changes to the Wellington City transport system.

The process of obtaining a traffic resolution includes preparing a resolution setting out what is proposed and why, public engagement (generally two weeks) and finally consideration and approval by the Council's Regulatory Processes Committee. During the pre-implementation phase, consideration will be made for the optimal balance of enabling early delivery of interventions not requiring traffic resolutions as well as how to optimally package areas, interventions or corridors to best navigate this statutory process.

Agreeing and documenting this process will be the responsibility of the targeted improvements Project Manager.

21 Project Management

21.1 Cost Management

Financial monitoring and management will be undertaken in accordance with the LGWM practices and processes which includes monthly cost and cash flow forecasting.

21.2 Scheduling Management

Schedule development, monitoring and management will be undertaken in accordance with LGWM practices and processes which includes weekly reviews and updates of the detailed project schedule in Microsoft Project.

21.3 Change Control and Issues Management

A change control and issues register shall operate as an extension to the risk register and track issues as they arise.

Change control and issues management will be undertaken in accordance with:

- LGWM/ Partner organisations' Significance Policy
- LGWM/ Partner organisations' Corporate Risk Management Policies
- Conditions of contract for project specific issues

22 Benefits Realisation and Lessons Learnt

Given the nature of the targeted improvements projects a specific monitoring regime to assess the benefits of the projects is not proposed. Rather, given the interventions are in City Streets SSBC corridors, it is envisaged that the more significant and detailed SSBC's will bring together all components of City Streets to provide a consistent framework and monitoring regime.

Lessons learned reviews will be undertaken at agreed times throughout the project as interventions are developed and delivered. It will be the responsibility of the targeted improvements Project Manager to complete these reviews with the respective suppliers.

23 Key Risks

The key risks for the next phases of the projects are presented in Table 16 below.

Table 16: Key Project Risks

Risk Description (include whether this is a threat or an opportunity)	Risk Cause(s)	Risk Consequence(s)	Current Risk Likelihood	Current Risk Consequence	Consequence Category	Current Controlled Risk Level	Planned Risk Treatment Actions	Residual (Target) Risk Likelihood	Residual (Target) Risk Consequence	Residual (Target) Risk Level
Partners/ stakeholders desired levels of service from targeted improvements may exceed what was envisaged by the IBC and allowed for in the budget	Partner and stakeholder expectations of "Gold Standard" quality for all investments raised as a result of other high-profile projects such as Golden Mile	Undermined social licence if expectations not managed and/or project costs escalate in response to expanded scope either reducing the programme overall or increasing total programme costs	Likely	Moderate	Cost	High	1. Ongoing communication with stakeholders and partners on the key assumptions underlining targeted improvements	Possible	Moderate	Medium
Stakeholder opposition to interventions or targeted improvements projects	Actual or perceived lack of consultation/ engagement and /or stakeholders unhappy with solutions – primarily the removal of a few car parks	Targeted improvements interventions cover the entirety of the city which makes identifying and engaging with all stakeholders a challenge. A small number of car parks are proposed to be removed to provide public transport and other benefits	Likely	Moderate	Public/ Media	High	1. Communications and engagement plan developed and managed centrally from within the LGWM programme to ensure optimal coverage and penetration of LGWM messaging and consistency with partner programmes	Possible	Moderate	Medium
Upon commencing targeted improvements, the envisaged improvements cannot be fitted into the road reserve	No physical design has been undertaken as part of the SSBC	There may need to be level of service compromises or departures from standards which could delay delivery	Possible	Moderate	Delivery	Medium	1. The project has divided the programme into possible and probable to provide a 'reserve' list of interventions 2. A future round of call for interventions could be undertaken in the future 3. The nature of the interventions means that the SSBC scoping process will aim to consider this risk in setting out its requirements	Likely	Minor	Medium

Risk Description (include whether this is a threat or an opportunity)	Risk Cause(s)	Risk Consequence(s)	Current Risk Likelihood	Current Risk Consequence	Consequence Category	Current Controlled Risk Level	Planned Risk Treatment Actions	Residual (Target) Risk Likelihood	Residual (Target) Risk Consequence	Residual (Target) Risk Level
Targeted improvements are not integrated with WCC/ Utility providers works	The package does not engage with infrastructure partners to understand their improvement programmes and outcomes to seek win-win value opportunities	Potential rework and additional cost in remedying projects or integrating projects at a late stage with suboptimal outcomes	Likely	Moderate	Delivery	High	1. LGWM and City Streets liaise closely with stakeholders and partners on respective plans as projects progress	Possible	Moderate	Medium
Funding partners confidence in delivery of targeted improvements is undermined through slow delivery	Funding partners perceive delivery to date as suboptimal and have expectations of this improving following a programme review	If funding partners continue to perceive delivery as slow or poorly aligned to their organisational goals, they could choose to invest in their own activities undermining collaborative transport system planning delivering sub-optimal outcomes for Wellington	Likely	Moderate	Stakeholders	High	1. Ensure that WCC requirements for targeted improvements specifications are well understood and that contractors' views on minimum documentation are incorporated into the pre-implementation phase	Likely	Moderate	Medium
Poor social licence for the programme compromises programme delivery	Public confidence in targeted improvements is undermined due to quality expectations set by Golden Mile and/or wider engagement experiences of the public	Interventions are delayed by engagement or are unable to progress due to lack of buy-in to the solutions by the public and stakeholders	Likely	Moderate	Public/ Media	High	1. Communications and engagement plan to be developed to proactively engage with the public on the purpose of City Streets, its outcomes and targeted improvements role in the programme	Possible	Severe	Medium

Risk Description (include whether this is a threat or an opportunity)	Risk Cause(s)	Risk Consequence(s)	Current Risk Likelihood	Current Risk Consequence	Consequence Category	Current Controlled Risk Level	Planned Risk Treatment Actions	Residual (Target) Risk Likelihood	Residual (Target) Risk Consequence	Residual (Target) Risk Level
Slower than desired delivery of targeted improvements due to LGWM/ industry resource constraints and perceived importance of the projects.	There are existing pressures on the industry making it difficult to compete on attracting the right level of capability and skill both within the programme and professional services market	Under resourced programme or consultancy team could lead to delay, churn and rework undermining the project and partner/ stakeholder confidence	Likely	Moderate	Delivery	High	1. Utilise existing LGWM contractors 2. Be clear at the programme level on the importance of targeted improvements in setting the tone for LGWM ability to deliver 3. Provide TAG/ SME with realistic timeframes to respond	Possible	Moderate	Medium
Consultation on targeted improvements could be confusing and inconsistent to stakeholders and the public	With several projects ongoing both in the LGWM programme and across partner organisations the public/ stakeholders could become confused reducing the impact of key messaging	Targeted improvements interventions could be delayed due to the need to re-engage with the public/ stakeholders to ensure messaging gets through and appropriate levels of involvement have occurred	Likely	Moderate	Public/ Media	High	1. Communications and engagement plan developed and managed centrally from within the LGWM programme to ensure optimal coverage and penetration of LGWM messaging and consistency with partner programmes	Possible	Moderate	Medium
Changing partner priorities impact the projects	Issues of the day become a focus for partners due to stakeholder/ public pressures	Regular revisiting of interventions could undermine the project costing money and time	Likely	Moderate	Delivery	High	1. Gain support from partners early on the programme and seek to 'lock it in'	Possible	Moderate	Medium
Pre-implementation takes longer than anticipated delaying delivery	Interventions become over scoped or over designed or supplier capability is insufficient for the job at hand	Delay and/or cost with insufficient budget for implementation	Likely	Moderate	Delivery	High	1. Clear pre-implementation quality processes/ WCC processes and requirements defined 2. Clear change processes defined within the LGWM programme	Possible	Minor	Medium

Risk Description (include whether this is a threat or an opportunity)	Risk Cause(s)	Risk Consequence(s)	Current Risk Likelihood	Current Risk Consequence	Consequence Category	Current Controlled Risk Level	Planned Risk Treatment Actions	Residual (Target) Risk Likelihood	Residual (Target) Risk Consequence	Residual (Target) Risk Level
Delivery held up or prevented by the Traffic Resolutions process	Councillors are not on board with the interventions and/or constrained council officer resource to take interventions through delays delivery	Projects are not delivered or are delayed	Likely	Moderate	Delivery	High	1. Develop and agree a traffic resolutions strategy as part of Pre-Implementation early on with funding partners	Possible	Moderate	Medium
Opportunity to work with other partners (e.g., Wellington Water) to seek co-funding where appropriate	Across the city and utility partners there is significant works planed over the duration of targeted improvements	Potential for mutual cost savings and disruption minimisation to the public.	Likely	Moderate	Delivery	High	1. LGWM to closely liaise with partners to identify opportunities to combine programmes and negotiate appropriate cost shares where opportunities arise	Possible	Minor	Medium

Appendices

24 Appendix A – Project Development Process

24.1 Overview

The process for developing the targeted improvements projects is outlined in Figure 10 below and described in more detail in the *City Streets – Targeted Improvements, Selection Criteria and Prioritisation Framework (January 2022)*. The process and detail have been developed in collaboration with a Technical Advisory Group made up of representatives of LGWM funding partners and subject matter experts.

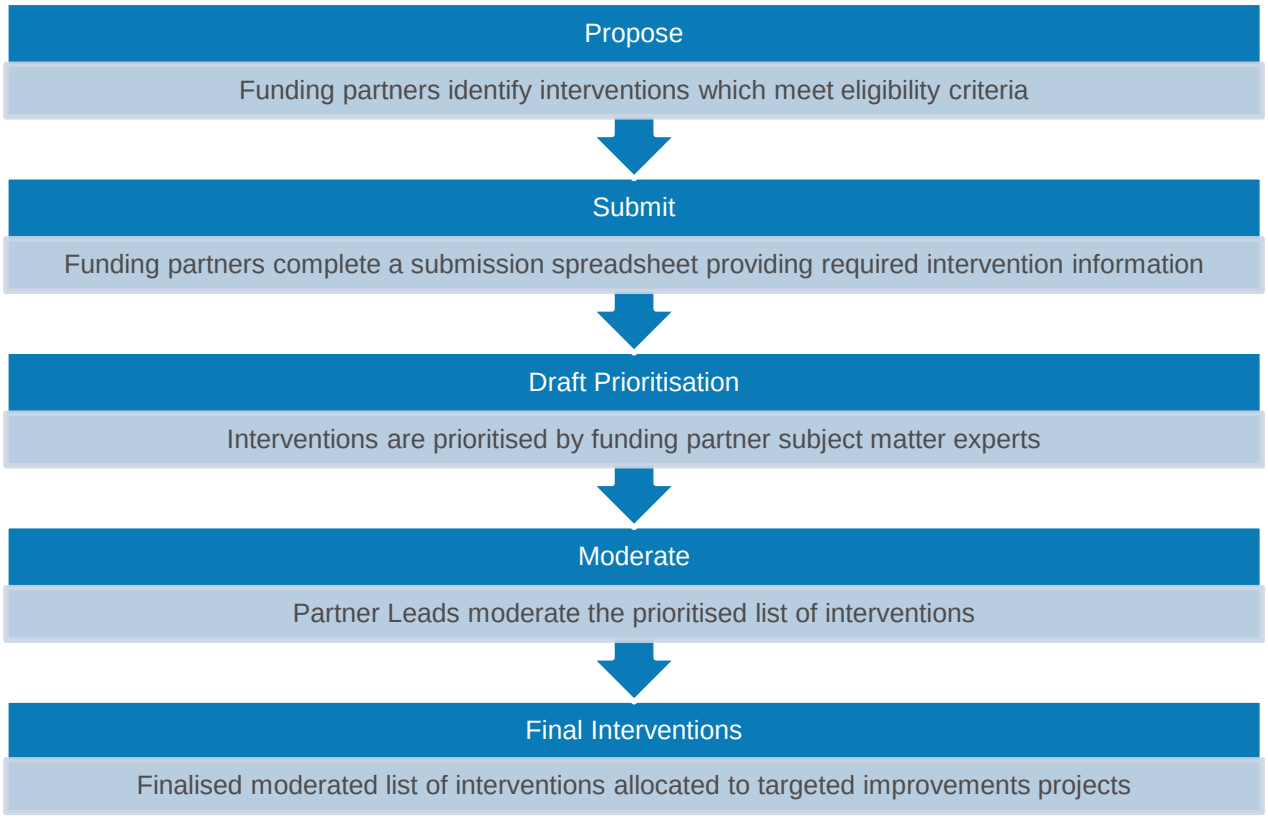


Figure 10: Programme Delivery Process

24.2 Eligibility Criteria

As discussed in the strategic case, the targeted improvements projects consist of low-cost low-risk activities as defined by Waka Kotahi. As such the methodology for their selection and documentation aligns to Waka Kotahi processes for low-cost low-risk projects[10] with modifications which reflect the nature of the City Streets programme and available funding.

To be eligible for consideration interventions were required to meet five key criteria as outlined in Table 17 below.

Table 17: Eligibility Criteria

Criteria	Criteria	Rationale
Cost threshold	Single interventions must have a total implementation cost below $250,000[11]	The cost threshold has been set to balance having an effective package of interventions with ensuring the available funding is spread across the qualifying transport system and not simply focussed on one or two larger interventions covered by the wider City Streets programme
Deliver City Streets outcomes	Interventions must give effect to one or more of the City Streets investment objectives	It is critical that available funding is directed towards interventions which contribute to City Streets investment objectives and KPIs
Geographic scope	To be eligible for consideration for inclusion in the targeted improvements projects an identified intervention must be within the geographic scope of the endorsed City Streets IBC corridors and Central City (Figure 1)	Given the relatively limited budget it is essential that interventions are targeted to key City Streets areas and corridors Wellington City Council has already made investment decisions relating to investment in non-City Streets corridors and any targeted improvements investment in these could require complex funding and delivery agreements between partners potentially slowing down delivery of projects for both organisations
Existing programmes	Interventions must **not** be identified as part of an existing approved and funded project or programme such as Wellington City Council's approved Asset Management Plan or Bike Network Plan with delivery ear-marked for 2021-24	The goal of this criteria is to ensure that the targeted improvements projects deliver additional outcomes for Wellingtonians beyond what is already planned by funding partners and is not a substitute funding source for existing commitments

[10] https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/2021-24-nltp-activity-classes-and-work-categories/other-work-categories/wc-341-low-cost-low-risk-improvements/
[11] Note that this threshold is significantly below Waka Kotahi $2m threshold for low-cost low-risk projects

Criteria	Criteria	Rationale
Qualifying interventions	To be eligible for the targeted improvements projects identified interventions must align to one of the following investment activities: • Road to Zero • Walking improvements • Cycling improvements • Resilience improvements • Public transport improvements	The goal of this criteria is to ensure that the targeted improvements projects are effective at delivering change for Wellingtonians and that interventions are aligned to the outcomes sought by City Streets

24.3 Interventions Data Collected

In submitting interventions funding partners were required to provide a range of information in support of their proposal. The information collected is presented in Table 18 below.

Table 18: Key Submission Requirements

Field	Description
CS Targeted Improvements Ref	A pre-filled unique project identifier
Intervention Name	The name identifying the intervention
Location	Free-form field for interventions location description
Intervention description	A description of the scope of the intervention
City Streets Outcome	Drop down list of the four CS outcomes with the most relevant selected
Primary benefit	Drop down list of 12 City Streets KPI's with the most relevant selected
Effectiveness Rating	* Initially intended as a self-assessment of the effectiveness of the interventions at delivering City Streets however, in practice became difficult to define consistently for low-cost low-risk activities or provide a meaningful differentiator and so not taken forward to prioritisation
Primary Intervention theme	A drop down identifying the primary theme of the intervention: Walking, Cycling, PT, Road to Zero with the most relevant selected
Primary Intervention type	Linked to the primary intervention theme, a pre-determined list of possible interventions to choose from (used for reporting & analysis of the overall project and linked to Waka Kotahi intervention types)
Secondary Intervention theme	A drop down identifying the secondary theme of the intervention: Walking, Cycling, PT, Road to Zero with the most relevant selected

Field	Description
On Primary/ Secondary cycle network	For cycle interventions only. An identifier as to whether the interventions is on WCC primary or secondary network or neither
Risk – Readily reversible	A self-assessment on whether the intervention is readily reversible should it not deliver the desired outcomes or there is significant adverse stakeholder/community feedback
Risk – Car Parks affected	Estimate of the number of car parks affected by the intervention
Risk – Traffic orders required	Self-assessment on the likelihood of traffic orders being required to implement the intervention
Risk – Resource consent required	Self-assessment on the likelihood of resource consent(s) being required to implement the intervention
Other key risks/ opportunities	Description of other key risks or opportunities associated with the interventions. Including consideration of issues which could hinder the successful delivery of the desired outcome including risks for delivery and/or community/ user acceptance
Self-assessed risk score	An assessment of the overall risk from 'significant risk' to 'very low risk' coupled with an associated narrative where relevant
GPS strategic priority	Waka Kotahi requirement for low-cost low-risk activities - the most relevant GPS priority for the proposed intervention
GPS alignment	Waka Kotahi requirement for low-cost low-risk activities - the most relevant level of GPS alignment for the proposed intervention to the suggested GPS strategic priority
Total cost for design and implementation	Total cost of implementation (in $) for design and implementation. Including maintenance cost of trials and reinstatement for high-risk interventions
Cost Confidence	An assessment of cost confidence from 'Very High' to 'Very Low' with associated narrative

24.4 Prioritisation

A method was required to prioritise interventions where projects are oversubscribed. Through the process of developing the targeted improvements projects the approach to prioritising interventions was adapted from that originally envisaged which was a rigorous analytical process to a blended approach of combining analytical data from the IBC with insights from subject matter expertise from funding partners.

Irrespective, the prioritisation framework has four dimensions, as shown in Figure 11 below.

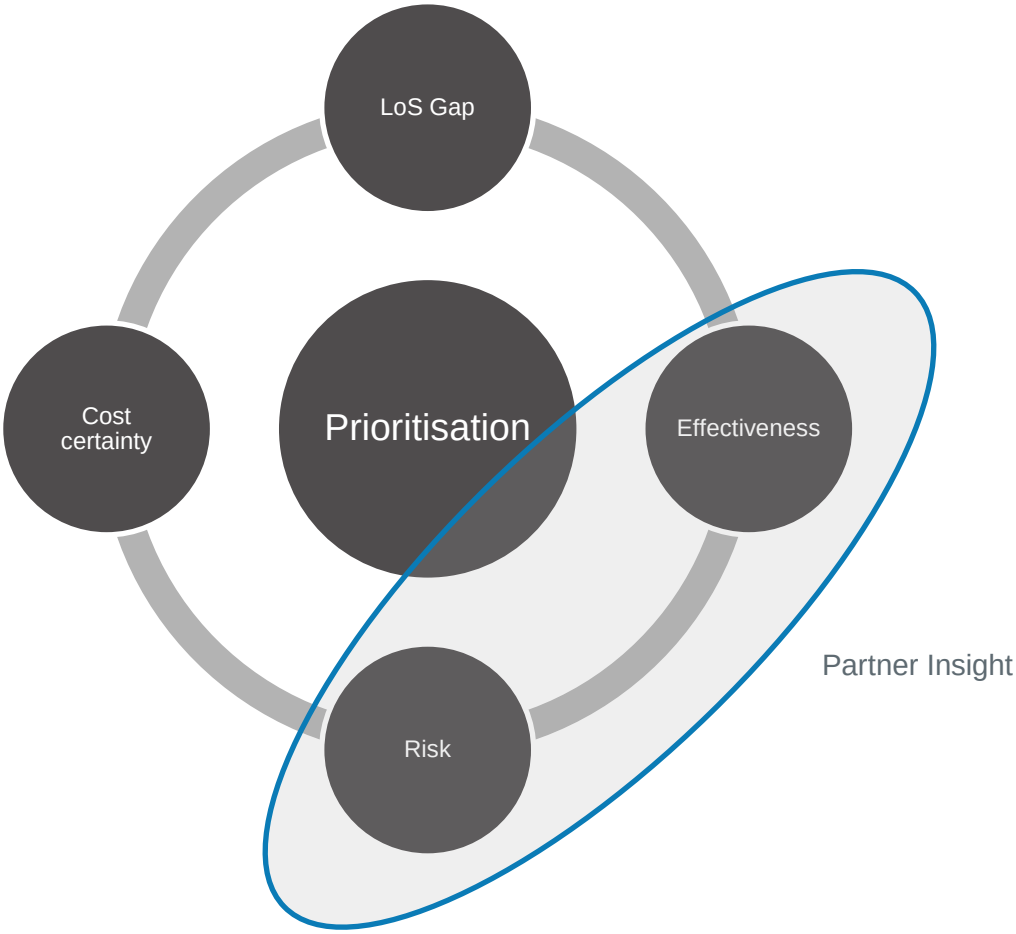


Figure 11: Prioritisation Criteria

24.4.1 Level of Service

Each intervention is allocated a primary and secondary level of service score based on the primary and secondary intervention theme data field submitted in the proposal.

The level of service gap score is derived from the relevant IBC segment Level of Service Gap Score derived for the City Streets network during the IBC development. Within the IBC the key bus corridors were divided up into 43 segments and in the central city the network was divided up into 120 segments.

Further information on how the level of service gap scores have been derived are available in Appendix D of the IBC but summarised in Figure 12 below.

Where an intervention is proposed and there is not a corresponding segment, the closest most appropriate segment to the initiative is adopted. For example, a pedestrian improvement to a side road to enable safer access to a bus stop on a key corridor would be assigned the Level of Service of the key corridor.

The outcome is that each intervention has a Level of Service score reflective of the primary and secondary intervention current service gaps in the location of the intervention with interventions scored between 0 (very low service level gap) and 200 (largest service level gap). The scores informed the prioritisation process.

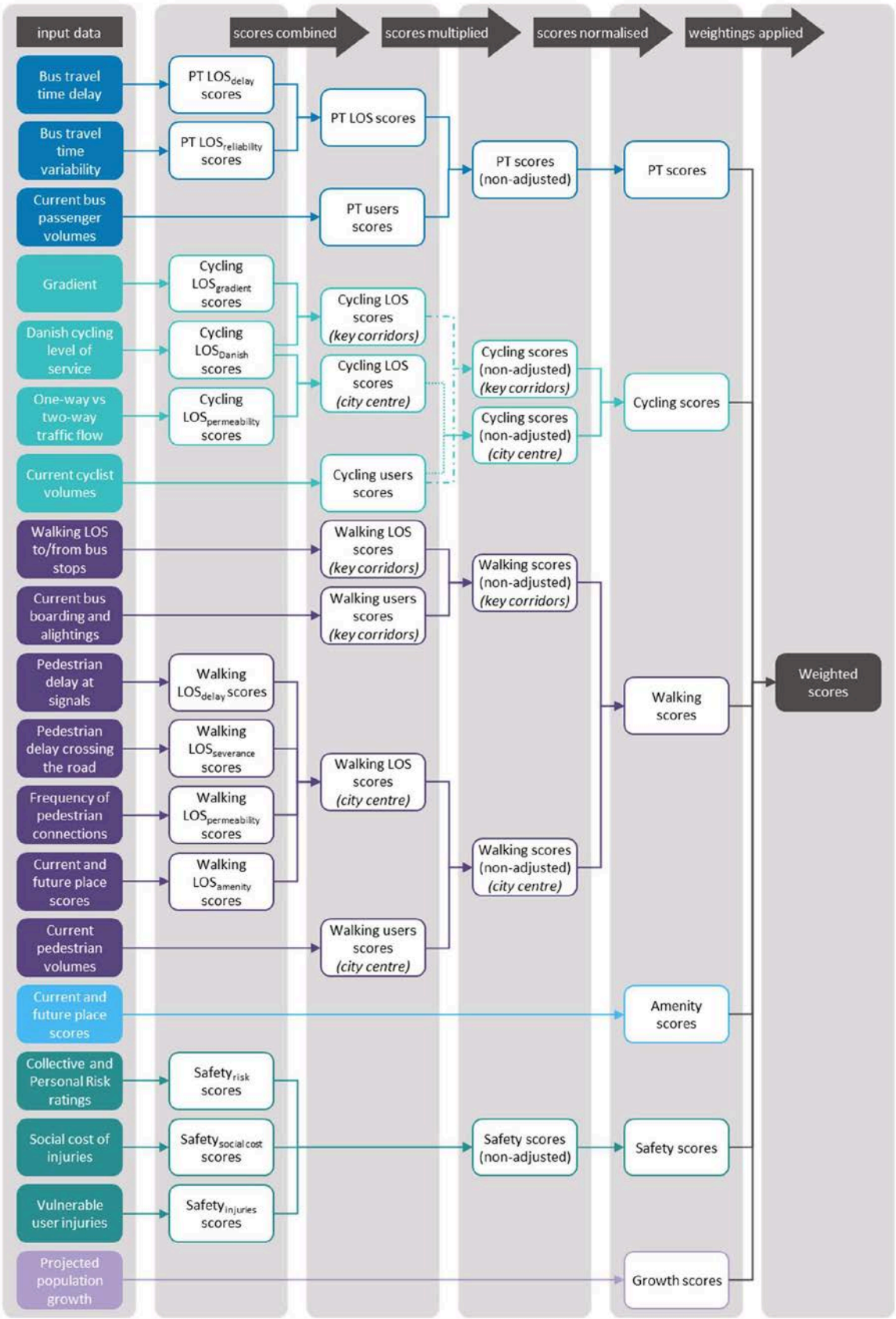


Figure 12: Process for Calculating the Prioritisation Criteria Scores

24.4.2 Effectiveness

The analytical approach to the consideration of effectiveness as well as using a numerical approach to amend level of service scores to change the prioritisation was amended through the process of developing the SSBC. This was because it was found that defining effectiveness equitably across the wide range of interventions and applying a blanket adjustment to levels of service to affect priorities was not truly representative of the impact of effectiveness across interventions. Instead, subject matter expertise was utilised in the project selection process with a wider consideration of a broader set of matters including:

- Significance of bus route;
- Support of wider city programmes such as the transitional cycle programme;
- Timing of other City Streets SSBC delivery and LGWM or funding partner projects; and
- Clarity of scope and solution – excluding interventions that required significant optioneering or further scope definition – referring these instead to their respective LGWM/ City Streets SSBC to address.

24.4.3 Risk

The ability to deliver an intervention is critically important and therefore risk was factored into subject matter experts' deliberations but was not used, as originally intended, as a means to artificially adjust level of service scores as this was felt to not fairly reflect the impacts of risk on the relative merits of an intervention.

24.4.4 Cost Certainty

Cost certainty factors (based on self-assessed criteria in the submission process) have been used to assist in the estimation of intervention costs through the multiplication of the estimated intervention values by cost certainty factors as shown in Table 19 below.

Table 19: Cost Certainty Factors

Cost Certainty Score	Cost Certainty Factor
Very good	1.10
Good	1.15
Poor	1.30
Very Poor	1.50

24.5 Moderation

The final draft project list has undergone a moderation process with representatives of partner organisations consisting of Partner Leads, LGWM Technical Director and a Waka Kotahi Local Government Partnership representative. This is to further test the advice of partner subject matter experts to ensure that broader considerations which might otherwise be ignored have been considered. This moderation step provides a further assurance step to minimise lost opportunities, foregone benefits or investment in undesirable areas.

25 Appendix B – Recommended Interventions

City Streets - Targeted Improvements (Public Transport - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIEC01	Eastern	Elizabeth/Pirie St Improvements	Elizabeth St & Pirie St	A suite of pedestrian, cycle and bus improvements including: - Safer right turn for cyclists out of Elizabeth St onto Cambridge Terrace - Pedestrian crossing improvements @ Clyde Quay School - Improved bus stop spacing, bus stop lengths and bus stop geometry - Pirie/Brougham St Intersection improvements for buses (remove carparks or mountable island) - Pirie/Brougham St Intersection improvements for pedestrians including addressing adverse (9%-12%) camber - Pedestrian crossing improvements @ 57 Pirie St - Improved footpath at Hataitai Tunnel in proximity to 106 Pirie St (e.g. bus platform) - Improved road markings at Hataitai tunnel to improve bus approach alignment	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 179,400	121
CSTIEC02	Eastern	Waitoa Rd/Moxham Av bus improvements	Waitoa Rd/Moxham Av Roundabout	Reduce splitter island on Moxham Ave for bus swept path turning left from Moxham av into Waitoa Rd	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Signficant risk	$ 13,000	111
CSTIEC03	Eastern	Moxham Av AM Peak queue reduction	Moxham Av / Taurima St	Improved road markings (possibly parking removal) AM Peak to let buses bypass left turning queue.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Moderate risk	$ 5,980	120
CSTIEC07	Eastern	Hamilton Road Improvements	Moxham av, Kupe St, Hamilton Road	- Improved bus stop spacing, geometry, length and capacity between Goa St and Wellington Road - Hamilton Road threshold treatment at Kupe St including kerb build outs and pedestrian refuge	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 84,240	102
CSTIEC08	Eastern	Hamilton Road/Kilbirnie Crescent intersection improvements	Hamilton Road/Kilbirnie Crescent Intersection	A suite of pedestrian, PT and cycle improvements to reduce delay and improve levels of service (refer. Waka Kotahi Report)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Moderate risk	$ 65,000	102
CSTIEC11	Eastern	Kilbirne Crescent Bus stop improvements	Kilbirnie Crescent	Bus stop improvements including spacing, access, geometry and capacity (new combined bus stop pair for Library and aquatic centre)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Low risk	$ 5,290	133
CSTIEC12	Eastern	Rongotai Road Bus stop improvements	Rongotai Road/Troy St	Bus stop improvements including spacing, access, geometry and capacity (combined bus stop pair with location optimised for TSB access).	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Public transport infrastructure		Low risk	$ 5,980	133
CSTIEC17	Eastern	Hobart Street Bus Stop improvements	Hobart St	Bus stop improvements including spacing, access, geometry and capacity	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Low risk	$ 5,980	122
CSTIEC18	Eastern	Miramar Ave/Park Rd I/S Improved geometry for buses	Miramar Ave / Park Rd I/S	Improved turning radii for left turning buses from Miramar ave into Park Road for I/S safety. Buses currently mount roundabout and cross two lanes.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 5,980	36
CSTIEC21	Eastern	Park Rd Bus Stop improvements	Park Rd	Bus stop improvements including spacing, access, geometry and capacity	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 123,500	139
CSTIEC23	Eastern	Hobart St / Broadway Intersection improvements	Hobart St/Broadway I/S	- Improved geometry for Bus Swept path including removal of splitter island. - Pedestrian improvements including improvements to safe crossing across Hobart St and the existing pedestrian crossing on Broadway - Bus stop review in proximity to intersection	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 130,000	36
CSTIKC03	Karori	Glenmore Street Bus Stop Lengthening	Glenmore Street	Improving bus stop length and lead in/out geometry & rationalisation (remove unpaired bus stops)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 5,980	125
CSTIKC04	Karori	Karori Tunnel CBD Side: Glenmore Street Geometry	Glenmore St before Upland Road	Improve inside City bound curve (road markings & parking) on Glenmore St for Bus swept path	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Road to Zero	Cycling Improvements	Low risk	$ 13,000	58

City Streets - Targeted Improvements (Public Transport - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIKC05	Karori	Karori Tunnel CBD Side: Glenmore St/Upland Road Bus geometry improvements	Glenmore St/Upland Road roundabout	Improve left turn geometry from Glenmore St for bus swept path (possibly road markings only) to prevent overlapping into Right turn bay	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Road to Zero	Cycling Improvements	Low risk	$ 13,000	58
CSTIKC10	Karori	Karori Tunnel CBD Side: Tunnel approach bus swept path improvements	Karori Tunnel CBD Side	Improve road marking geometry for Karori bound buses to provide better approaches to bus stop and tunnel entrance.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 11,500	97
CSTIKC11	Karori	Karori Tunnel, Karori Side: Tunnel approach bus swept path improvements	Karori Tunnel, Karori Side	Improve road marking geometry for City bound buses to provide better approaches to bus stop and tunnel entrance.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 11,500	51
CSTIKC18	Karori	Chaytor St - Old Karori Road to Curtis St bus improvements	Chaytor St between Old Karori rd and Curtis st	Improved road markings for bus lane geometry (centre line oand/or adjustments to parking/hatching & bank scraping)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling Improvements	Low risk	$ 19,500	33
CSTIKC19	Karori	ChaytorSt/Karori Rd Intersection Improvements	Intersection of Chaytor St and Karori Road	Package of interventions including: - Reduced bus delay through signalised intersection -Reduced road space on Old Karori Road -Improved bus swept path for Karori bound buses a intersection -Improved cycle infrastructure for Karori bound cyclists through the intersection - Threshold treatment - Kerb build outs and raised pedestrian platform on Standen Street -Threshold treatment - Raised pedestrian platform on Nottingham Street	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling Improvements	Low risk	$ 79,040	33
CSTIKC20	Karori	Marsden Village Improvements	Marsden Village	A package of improvements through Marsdem Village including: - Threshold Treatment - Raised pedestrian platform Lancaster St(Swedish platform) - Bus stop lengthening and layout improvements - Threshold treatment - Raised pedestrian platform Hatton St	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 13,000	99
CSTIKC21	Karori	Karori Village Improvements	Karori Village	A package of improvements through Karori including: - Speed management - Threshold Treatment - Raised pedestrian platforms on: Raine St, Campbell St, Beauchamp St, Monaghan Avenue - Pedestrian crossing (markings & amenity) improvements across Karori Road at 237 Karori Road and 267 Karori Road - Improved directionals and tactile paving - Bus stop lenthening & layout improvements	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 225,745	104
CSTIKC22	Karori	Bus stop rationalisation Allington Road to Karori Village	Allington Road to Karori Village	Bus stop rationalisation / lengthening & layout improvements along Karori Road between Allington Rd and Karori Village	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Low risk	$ 117,000	131
CSTIKC23	Karori	Karori Park Pedestrian Crossing	Karori Road in the vicinity of Kaori Park Café	Provision of a pedestrian crossing at Karori Park	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 88,400	69
CSTIKC24	Karori	Pedestrian Crossing Improvements across Karori Road at Karori Park Dairy	Karori Road at Karori Park Dairy	Enhanced pedestrian crossing across Kaori Road to provide safer access to Bus Stops (bus friendly) MERGE WITH CSTIKC26	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 88,400	69
CSTIKC26	Karori	Karori Bus hub improvements	Karori Bus hub @ S. Karori Rd	Bus hub improvements including: - Reduced island geometry for improved bus movements - New accessible bus stop (possibly at Karori Rd Dairy) - Improved accessibility for pedestrians	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 80,080	129

City Streets - Targeted Improvements (Public Transport - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIKC28	Karori	Glenmore and Upland Rd RAB BPAP Bus Lane	Glenmore @ Upland	BUS ACTIVITATED signal on Upland	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points			Low risk	$ 97,760	142
CSTISC13	Southern	Rugby St/Adelaide Road Kerb Improvements (Buses)	Out-bound corner of Rugby St and Adelaide Road @ Basin	Kerb & road marking improvements for Buses swept path (in transitional programme but may reqiure further enhancement)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Moderate risk	$ 156,000	16
CSTISC38	Southern	Duppa Street Pole Relocation & amenity improvements	Adelaide Road @ Duppa St	Relocate power pole on Adelaide at Duppa Street to improve PT safety coupled with Shelter improvments and raionalisation of SBD bus stops in this vicinity.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 78,000	107

City Streets - Targeted Improvements (Public Transport - Possible)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC10	City	Nairn St / Willis Street Bus lane and queue jump	Willis Street between Nairn St and Abel Smith Street	Trial the provisision of a bus lane (through reallocation of road space) and queue jumps between Nairn St and intersection of Willis and Webb and North of Abel Smith Street & improve Aro St. Willis St pedestrian crossing	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling improvements	Low risk	$ 87,285	66
CSTICC24	City	The Terrace Bus Stop improvements	The Terrace	Improved bus stop amenity, capacity and geometry and spacing	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling improvements	Low risk	$ 23,000	92
CSTIEC24	Eastern	Airport Wayfinding	Airport and local network	Wayfinding for pedestrians for access to local bus/cycle networks	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Very low risk	$ 3,250	142
CSTISC06	Southern	Bus Stop rationalisation between 43 Kent Terrace and 75 Kent Terrace	Kent Terrace	Rationalisation of 2 pairs of bus stops	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Moderate risk	$ 79,560	93
CSTISC10	Southern	Pukeahu Gateway Bus Stop	Taranaki St @ Pukeahu	Creation of a 'gateway' bus stop providing access to Pukeahu Park and assocaiged with Bus stop rationalisation between Vivian Street and Wellington High School	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 62,400	9
CSTISC30	Southern	Rintoul Street Bus Stop rationalisation		Review spacing of bus stops along Rintoul St. and improvement of lead in/outs	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Moderate risk	$ 39,000	53
CSTISC36	Southern	Berhampore Bus stop rationalistion	464 Adelaide Road	Combine city bound bus stops on Adelaide and Luxford into a single stop south of the Adelaide Road/Luxford st intersection to avoid customers having to preselect services. Requires removal of parking but existing stops could be given over to parking to compensate.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Moderate risk	$ 79,560	130

City Streets - Targeted Improvements (Public Transport - Possible Future Consideration)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIEC16	Eastern	Miramar Ave Bus Stop improvements	Miramar ave between Tauhinu Rd and Para St	Bus stop improvements including spacing, access, geometry and capacity	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 5,980	101
CSTISC24	Southern	Bus Stop lengthening @ 32 Riddiford Street	32 Riddiford St	Lengthening of bus stop outslide 32 Riddiford St across from Hospital	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure		Moderate risk	$ 5,980	53

City Streets - Targeted Improvements (General - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC01	City	Tory Street area threshold treatments	Tory Street	Pedestrian improvements through provision of raised crossings on streets adjacent to and across Tory st and across vehicle access ways including: - College St - Jessie St - Lorne St - Tennyson St - Across Tory between College & Lorne - Across Tory between Holland and Tennyson - Jessie St at Taranaki St - College St at Cambridge Terrace - Lorne St at Cambridge Terrace	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 782,000	52
CSTICC02	City	Tory Street speed management	Tory Street	General speed management including replacement of speed cushions with raised tables on upper Tory St	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Road to Zero	Walking improvements	Moderate risk	$ 126,845	109
CSTICC03	City	Improved Wayfinding & tacticle urbanism & Decluttering	Multiple	Improved wayfinding, marking, appropraite tacticle urbanism within the CBD for: - Holland St walkway linking Tory and Taranaki - Holland St walkway linking Tory st to Courtenay Place adjacent to St James Theatre - Linkages between Lambton Quay and The Terrace - Tokyo Lane	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Very low risk	$ 29,900	141
CSTICC06	City	Mount Cook/Cuba threshold treatments	Multiple	Pedestrian improvements through provision of raised crossings on various streets including: - Hopper St - Torrens Terrace - Lorne St - Webb St, east and west of Cuba St - Wigan St at Abel Smith St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 322,000	113
CSTICC08	City	Upper Cuba St pedestrian crossing improvements	Cuba St/ Karo Drive and Cuba St/ Abel Smith St	Pedestrian crossing upgrades to reduce wait times and improve access and amenity for users including capacity. Improve the safety of the Karo Drive Shared path by reducing/managing the potential conflict between cyclists and Cuba St pedestrians through signage/speed managment or improved visibility of users	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 132,250	113
CSTICC11	City	Marion St Pedestrian improvements	Multiple	Activation & pedestrian crossing improvements through threshold treatments and additional pedestrian crossings including: - new pedestrian crossing/refuge on Vivian Street at Architectural School - Threshold Treatment (inc. greening opportunity?) across Marion St at Vivian St - Threshold treatment across Marion St at Ghuznee St - new pedestrian crossing/refuge on Ghuznee St at Leeds St - Trial removal of some angle parking and incorporation of additional Greening along Marion St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 156,400	86
CSTICC12	City	Cuba Street roadspace reallocation trial	Cuba Street between Vivian St and Ghuznee St	Trial of roadspace reallocation - Concept as per High Street in Auckland	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Moderate risk	$ 267,800	86
CSTICC17	City	Post Office Square pedestrian/Cycle enhancements	Hunter St & Jervois Quay	Enhanced pedestrian crossings, amenity and access including: - provision of safe pedestrian crossing opportunity at 12 Hunter St -Pedestrian Shelter on Jervois Quay pedestrian crossing at Post Office Square (potential troublesome due to heritage concerns) - TRIAL closing off one-way link from Grey Street at Featherstone St to general traffic.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 72,475	86

City Streets - Targeted Improvements (General - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC18	City	Queens Wharf enhancements	Queens Wharf at TSB arena	Enhancements for cyclists and motorbikes including: - Provision of a contra flow cycle lane along queens Wharf linking to Frank Kitts Park and the waterfront - Surface treatment of rumble strips along Lady Elizabeth Lane for cycle comfort - Additional motorbike parking at intersection of Lady Elizabeth Lane/Jervois Quay - Enhanced legibility of space at intersection of Lady Elizabeth Lane/Jervois Quay at Car Park entrance/exit	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 83,950	27
CSTICC20	City	Boulcott Street Speed Management	Boulcott Street	Speed management initiatives along Boulcott Street	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 143,390	75
CSTICC21	City	The Terrace / Salamanca Road pedestrian improvements	The Terrace / Salamanca St	Pedestrian crossing improvements including: - Capacity, accessibility and amenity enhancements - reduced wait times - New pedestrian leg across the south of the interchange - new pedestrian refuge on Salamanca Road to provide for pedestrian desire lines in vicinity of 109 Salamanca St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 66,300	50
CSTICC23	City	Upper Boulcott Pedestrian Improvements	Boulcott Street between Plimmer Steps and The Terrace	Enhanced pedestrian facilities including: - enhanced crossing opportunities across Boulcott St at Plimmer Steps - Threshold treatment across Glimeer Terrace - Enhanced crossing opportunities across The Terrace to Boulcott Slip lane at 165 The Terrace - Footpath extenstion at Boultcott Overbridge of SH1 - Everton Terrace/Boucott St pedestrian ramp provision	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 356,200	69
CSTICC28	City	Parliament precint pedestrian improvements	Bown Street, Lambton Quay	Pedestrian crossing improvements including capacity, amenity, shelter and wait times at intersections of: - Bowen / Lambton Quay - Lambton Quay / Molesworth St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 265,200	12
CSTIEC01	Eastern	Elizabeth/Pirie St Improvements	Elizabeth St & Pirie St	A suite of pedestrian, cycle and bus improvements including: - Safer right turn for cyclists out of Elizabeth St onto Cambridge Terrace - Pedestrian crossing improvements @ Clyde Quay School - Improved bus stop spacing, bus stop lengths and bus stop geometry - Pirie/Brougham St Intersection improvements for buses (remove carparks or mountable island) - Pirie/Brougham St Intersection improvements for pedestrians including addressing adverse (9%-12%) camber - Pedestrian crossing improvements @ 57 Pirie St - Improved footpath at Hataitai Tunnel in proximity to 106 Pirie St (e.g. bus platform) - Improved road markings at Hataitai tunnel to improve bus approach alignment	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 179,400	121
CSTIEC04	Eastern	Hataitai to Town Belt Way finding	Various	- Improved wayfinding between Hataitai and Hataitai Park/Town Belt - Improved cycle wayfinding between Hataitai and CBD as alternative to Mout Victoria Tunnel	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Walking improvements	Cycling Improvements	Low risk	$ 13,000	112

City Streets - Targeted Improvements (General - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIEC06	Eastern	Wellington Road Pedestrian Improvements	Wellington Rd	- Improved access and safety for pedestrians in the vicinity of the Wellington Road/Ruahine St Intersection - Moxham ave threshold treatment at Wellington Road - New pedestrian refuge across Wellington Road at Moxham ave	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 88,400	64
CSTIEC07	Eastern	Hamilton Road Improvements	Moxham av, Kupe St, Hamilton Road	- Improved bus stop spacing, geometry, length and capacity between Goa St and Wellington Road - Hamilton Road threshold treatment at Kupe St including kerb build outs and pedestrian refuge	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 84,240	102
CSTIEC08	Eastern	Hamilton Road/Kilbirnie Crescent intersection improvements	Hamilton Road/Kilbirnie Crescent Intersection	A suite of pedestrian, PT and cycle improvements to reduce delay and improve levels of service (refer. Waka Kotahi Report)	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Moderate risk	$ 65,000	102
CSTIEC09	Eastern	Wellington Road bi-directional cycle lane	Wellington Rd between Hamilton Rd and Evans Bay Parade	Provision of a bi-directional cycle lane on the Northern side of Wellington Road between Hamilton Road and Evans Bay Parade	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Moderate risk	$ 465,400	68
CSTIEC10	Eastern	Evans Bay Parade / Wellington Road Intersection Improvements	Intersection of Evans Bay Parade and Wellington Road	Provision of additional slip lane crossing facilities for Pedestrians/cyclists	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 88,400	98
CSTIEC13	Eastern	Rongotai Road/Kemp St Pedestrian Improvements	Multiple	A suite of pedestrian improvements including: - Te Whiti St threshold treatment at Rongotai Road - Mahora St/Ross St/ Yule St / Te Whiti St threshold treatment at Rongotai Road - Salek St/Troy St/Rongotai Rd Intersection pedestrian/Cycle access and safety improvements - Footpath flooding remediation on Rongotai Rd at Te Whiti St. - Rongotai/Kemp laneway (at 131 Rongotai Rd) improvements including lighting, surface treatment - Kemp St pedestrian crossing in the vicinity of Rongotai / Kemp laneway - Kemp/Troy St pedestrain/cycle accessibility and safety improvements	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Cycling Improvements	Low risk	$ 267,800	126
CSTIEC14	Eastern	Tacy St pedestrian / cycle improvements	Tacy St	Pedestrian and cycle improvements on Tacy St and at intersection fo Tacy and Kemp St to provide safe levels of service for pedestrians and cyclists accessing the new Cobham Drive crossing.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Cycling Improvements	Low risk	$ 411,700	126
CSTIEC15	Eastern	ASB Wayfinding	Multiple	Improved Wayfinding within Kilbirne/Rongotai to ASB Sports Centre	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Cycling Improvements	Very low risk	$ 5,750	126
CSTIEC23	Eastern	Hobart St / Broadway Intersection improvements	Hobart St/Broadway I/S	- Improved geometry for Bus Swept path including removal of splitter island. - Pedestrian improvements including improvements to safe crossing across Hobart St and the existing pedestrian crossing on Broadway - Bus stop review in proximity to intersection	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ 130,000	36

City Streets - Targeted Improvements (General - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIKC07	Karori	Karori Tunnel CBD Side: The Rigi pedestrian crossing imrpovement	The Rigi	Improve pedestrian crossing at intersection of Northland Road and The Rigi (geometry & access), retaining wall adjustments	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 155,870	113
CSTIKC19	Karori	ChaytorSt/Karori Rd Intersection Improvements	Intersection of Chaytor St and Karori Road	Package of interventions including: - Reduced bus delay through signalised intersection -Reduced road space on Old Karori Road -Improved bus swept path for Karori bound buses a intersection -Improved cycle infrastructure for Karori bound cyclists through the intersection - Threshold treatment - Kerb build outs and raised pedestrian platform on Standen Street -Threshold treatment - Raised pedestrian platform on Nottingham Street	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling Improvements	Low risk	$ 632,320	33
CSTIKC21	Karori	Karori Village Improvements	Karori Village	A package of improvements through Karori including: - Speed management - Threshold Treatment - Raised pedestrian platforms on: Raine St, Campbell St, Beauchamp St, Monaghan Avenue - Pedestrian crossing (markings & amenity) improvements across Karori Road at 237 Karori Road and 267 Karori Road - Improved directionals and tactile paving - Bus stop lenthening & layout improvements	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 225,745	104
CSTISC01	Southern	Wakefield/Oriental Parade/Cable Street Pedestrian Crossing Improvements	Corner of Cable St/Orinetal Parade @ Waitangi Park and Wakefield/New World/WelshBar	Widening and improved amenity of the pedestrian crossings and linking the two pedestrian crossings together so that people can cross in one signal phase.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 308,100	43
CSTISC02	Southern	Fire Station warning signals	Wellington City fire station	Installation of fire station warning signals to hold traffic during fire events, to make transitional cycleway safer in relation to Fire Station activities	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Very low risk	$ 49,400	18
CSTISC04	Southern	Kent / Cambriddge pedestrian crossing improvements @ Elizabeth St	Kent/Cambridge @ Elizabeth Street	General pedestrian improvements to crossing intersection including timing and amenity	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 16,900	55
CSTISC05	Southern	Kent/Cambridge pedestrian crossing improvements @ Vivian Street	Kent/Cambridge @Vivian Street	General pedestrian improvements to crossing intersection including timing and amenity (refer Waka Kotahi work reviewing Vivian St)	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Moderate risk	$ 16,900	56
CSTISC08	Southern	SH1/Ellice St Connectivity	North East corner of Basin Reserve	Improve cycle connectivity around the Basin in the vicinity of Ellice Street.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Very low risk	$ 84,500	62
CSTISC09	Southern	Mount Victoria Tunnel Westbound wayfinding	Local network in the vicinity of Mount Vic Tunnel	Improved wayfinding for pedestrians and cyclists exiting Mount Victoria Tunnel towards the city. Note Transitional Cycleways comment on connection.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Very low risk	$ 6,500	25
CSTISC11	Southern	Rugby Street Bi-directional cycleway	Rugby Street between Basin and Tasman St	Creation of a bi-directional cycleway (possibly with 1-way car traffic as a trial) linking Basin Reserve to Tasman St, Note Transitional Cycleways comment on connection.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Moderate risk	$ 206,895	4

City Streets - Targeted Improvements (General - Probable)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTISC12	Southern	Adelaide Rd/Rugby St Kerb improvements (Cyclists)	City-bound Corner of Adelaide Road & Rugby St @ Basin	Improved kerbing and ramps for cycle safety, Note Transitional Cycleways comment on connection	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Moderate risk	$ 103,913	1
CSTISC14	Southern	Hankey St/Taranaki St Cyclist Right Turn and wayfinding	Corner of Hankey St & Taranaki St	Provision of a safe right turn movement for cyclists out of Hankey St into Taranaki St/Wallace St. Also include additional wayfinding to Newtown for cyclists	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 31,200	48
CSTISC20	Southern	John St/Tasman St cyclist advance stop box	John St @ Tasman St	Provision of a cyclist advance stop box and hatched yellow at the right turn from John St into Tasman St	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 22,360	19
CSTISC21	Southern	Cycle parking @ 175 Adelaide Road	175 Adelaide Road	Provision of cycle parking in the vicinity of the pocket park at 175 Adelaide road	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements		Low risk	$ -	13
CSTISC23	Southern	Hospital entrance pedestrian and cycle entry improvements	Riddiford St at Hospital	Improved geometry and markings (including yellow hatch markings in Riddiford St) for pedestrians and cyclists entering/exiting the Hospital, Note Transitional Cycleways comment on connection.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Moderate risk	$ 65,000	10
CSTISC35	Southern	Russell Terrace Shared path and Walking crossing points	Russell Terrace between Riddiford St and Te Wharepōuri St	Soutbound shared path between Riddiford St and Wharepōuri St, including bolisha beacon at ped crossing and high friction approaches PLUS Pedestrain crossing on Russell Terrace south of Wharepōuri Street. Russell Terrace (bottom of Houghton Bay road) - pedestrian crossing at the SWIS school. Waripori and Russell Tce - Nowhere to cross. We are looking at traffic calming measures on Russell Tce due to speed counts being high. WCC has some information to assist here.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Moderate risk	$ 88,400	46

City Streets - Targeted Improvements (General - Possible)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC05	City	Courtenay to Cable Amenity improvements	Taranaki St between Cable St & Courtenay Place	Trial of removal of a general traffic lane/parking and greening of Taranaki St to enhance pedestrian accessibility and amenity of key link between Courtenay Place and the waterfront/Te Papa. Reflecting significance of location to Mana Whenua (subject to traffic circulation plan findings)	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Moderate risk	$ 267,800	113
CSTICC16	City	32 Victoria Street Footpath improvements	Victoria Street at AON Building	Widening of footpath alongside the AON building on Victoria St.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 137,885	86
CSTICC19	City	Terrace/Ghuznee Pedestrian Improvements	Ghuznee St/The Terrace and Ghuznee St/Buller Street Intersections	Pedestrian improvements including across Buller St and across Ghuznee St at Buller St as well as amenity and accessibility improvements at intersection of Ghuznee St and The Terrace for Pedestrians.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 142,600	75
CSTICC25	City	The Terrace pedestrian improvements	The Terrace	Additional and enhanced pedestrian crossing opportunities across the Terrace and threshold treatment of side streets including: - Additional crossing at 112 The Terrace - Aurora Terrace threshold treatment - The Terrace/Boulcott overbridge footpath widening	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 272,550	69
CSTICC26	City	The Terrace Speed Management	The Terrace	Speed management initiatives along The Terrace (bus appropriate)	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 126,845	69
CSTIEC24	Eastern	Airport Wayfinding	Airport and local network	Wayfinding for pedestrians for access to local bus/cycle networks				Very low risk	$ 3,250	142
CSTISC07	Southern	Commonwealth Walkway Improvements	Commonwealth Walkway @ Buckle St	Widened and sealed footpath and improved pedestrian crossing across Buckle Street into Basin Reserve (include in CBD list), Note Transitional Cycleways comment on connection.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Cycling improvements	Low risk	$ 16,900	62
CSTISC16	Southern	King St Pedestrian Improvements	Corner of King St/Adelaide Road	Raised pedestrian crossing and widening ramps across King St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 72,800	14
CSTISC17	Southern	60 Adelaide Road Pedestrian improvements	Adeleide road in the vicinity of no. 60	Provision of improved pedestrian crossing opportunities (ped refuge) across Adelaide Road	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Public transport infrastructure	Low risk	$ 88,400	105

City Streets - Targeted Improvements (General - Possible Future Consideration)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIKC02	Karori	Glenmore Street Uphill Shared Path	Glenmore Street between Botanical gardens and 111a Glenmore Street	New uphill shared path (similar to Birdwood Street) for pedestrians and cyclists on Botanical Gardens side of Glenmore Street.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Moderate risk	$ 1,558,700	108
CSTIKC06	Karori	Karori Tunnel CBD Side: Glenmore St/Upland cycle improvements	Glenmore St/Upland Road roundabout	Improve Karori bound cycle facility through Glenmore St/Upland road roundabout	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	58
CSTISC03	Southern	Marjoribank St/Courtenay place pedestrian improvements	Intersection of Kent/Cambridge/Courtenay/Marjoribank	General pedestrian improvements to crossing intersection including timing and amenity	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 16,900	8
CSTISC22	Southern	Pedestrian/Cycle improvements @ Adelaide/John/Riddiford Intersection	Adelaide/John/Riddiford Intersection	Pedestrian & cycle improvements including: - Increased capacity of cycle advanced stop boxes - Improved pedestrian shelter	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Cycling improvements	Low risk	$ 87,360	10
CSTISC26	Southern	Riddiford/Mein St pedestrian crossing improvements	Riddiford St/Mein St intersection	Improved amenity of pedestrian crossing opportunities	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 65,000	20
CSTISC33	Southern	Rhodes St raised pedestrian table	Rhodes St @ Riddiford St	Provision of a raised pedestrian table across Riddiford St, WCC Traffic Team have unconfirmed plans on the existing RAB (Rhodes, Russell, Mansfield, Riddiford) any work here would require intergration or ownership of the both projects.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 72,800	85
CSTISC34	Southern	Newtown Speed Treatments package	Newtown	Provision of speed management treatments through Newtown (NOT swedish tables at existing refuge islands)	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 143,390	20
CSTISC39	Southern	Wakefield Park Speed Management	Adelaide Road between Duppa St and Dee St	Speed management interventions - e.g. NOT Sweedish tables at pedestrian crossing points, wide edge lines.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Road to Zero		Low risk	$ 143,390	110
CSTISC40	Southern	Wakefield Park Kerb realignment	Adelaide Road @ Wakefield Park NBD	Realign northbound kerb on Adelaide Road at Wakehield Park for Cycle safety	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 155,870	47
CSTISC41	Southern	Wakefield Park Cycle Parking	Wakefield Park	Provision of cycle parking	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements		Very low risk	$ 65,000	80
CSTISC42	Southern	Wakefield Park raised swedish crossing	adelaide Road @ Wakefield Park	Provision of an enhanced crossing linking Wakefield park public toiliets with Island Bay skatepark	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Moderate risk	$ -	106

City Streets - Targeted Improvements (Excluded)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC04	City	Courtenay to Te Papa pedestrian and cycle improvements	Multiple	Improved pedestrian and cycle levels of service at intersections including wait times access and amenity, intersections include: - Blair/Wakefield/Chaffers St - Tory/Wakefield - Chaffers St / Cable St - Tory / Cable -Wakefield / Taranaki -Taranaki / Cable	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 89,700	113
CSTICC07	City	Taranaki Street / Abel Smith St pedestrian crossing	Taranaki St in vicinity of 194 Taranaki St	Provision of new pedestrian crossing on Taranaki St in the vicinity of Abel Smith Street	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 308,100	113
CSTICC09	City	Upper Victoria St transitional bus/cycle lane	Victoria Street between Abel Smith St and Brooklyn Road	Provision of a transitional shared bus lane/cycle lane and a raised pedestrian table on the Karo Dr/Victoria St slip lane	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling improvements	Low risk	$ 307,050	66
CSTICC13	City	Victoria Street intersection bus priority	Victoria St at Dixon Street, Ghuznee St and Vivian St	Implement bus priority measures along Victoria St at Dixon St, Ghuznee St and Vivian St. including extending bus stops at Dixon St to provide capacity for two buses	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Cycling improvements	Low risk	$ 91,770	57
CSTICC14	City	Victoria St Pedestrian Crossing at Bond St	Victoria St at Bond St	Provide pedestrian crossing opportunity for crossing victoria St at Bond St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Signficant risk	$ 308,100	86
CSTICC15	City	DELETE - Te Ngakau pedestrian improvements	Victoria St at Mercer St and Harris St	DELETE - Enhanced pedestrian access and amenity for crossing Victoria St to access Te Ngakau at Mercer St and Harris Street including timing	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ -	86
CSTICC22	City	Allenby Terrace Amenity improvements	Allenby Terrace	Enhanced amenity improvements on Allenby Terrace	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Low risk	$ 7,188	135
	City	TRIAL - Lambton Quay to Station Pedestrian Improvements	Stout St & Bunny Street	SUBSEQUENT PROJECT FOLLOWING MORE COMPREHENSIVE PLANNING Pedestrian level of service improvements along Stout street and at intersections including capacity, amenity and wait times. Package includes: - Trail parallel parking & foot path widening on Stout Street between Lambton Quay and Balance St - Pedestrian crossing improvements across Balance St and Whitmore St - Pedestrian crossing enhancements between Whitmore St and train station including crossing slip lanes and additional pedestrian legs at intersection of Bunny/Featherston - Midblock pedestrian crossing on Bunny St aligned to Railway entrance	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Moderate risk	$ 190,450	83
CSTICC29	City	DELETE - Victoria St Cycle Lane Repaint	Victoria St	DELETE - Repainting of Cycle lane (possibly council maintenance) / New greening where interventions are proposed.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Cycling improvements	Road to Zero	Low risk	$ -	38
CSTICC30	City	Cuba Street / SH1 (Arthur Street) High Risk Intersection	Wellington CBD	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 520,000	45

City Streets - Targeted Improvements (Excluded)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTICC31	City	Taranaki Street / SH1 (Vivian Street) High Risk Intersection	Wellington CBD	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 520,000	26
CSTICC32	City	Victoria Street / SH1 (Vivian Street) High Risk Intersection	Wellington CBD	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 520,000	82
CSTICC33	City	Victoria Street / SH1 (Arthur Street) High Risk Intersection	Wellington CBD	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 520,000	61
CSTICC34	City	Taranaki Street / SH1 (Buckle Street) High Risk Intersection	Wellington CBD	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 520,000	7
CSTIEC05	Eastern	Ruahine St Pedestrian Improvements	Ruahine St	Improved pedestrian facilities alongside and across Ruahine St including: - EITHER extending the western footpath beyond the Badminton courts to Goa Street with the provision of a new pedestrian crossing across Ruahine St at Goa St OR provision of a new pedestrian crossing across Ruahine St at the Badminton courts with footpath improvements on the eastern side of Ruahine St to Goa St or Wayfinding to Hataitai Park overbridge over SH1. - Threshold treatment across Goa Street	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 88,400	64
CSTIEC19	Eastern	Park Road Cycle lane	Park road	Provision of a cycle lane along Park Road, include bike parking in heritage tram shelter	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements		Low risk	$ 465,400	137
CSTIEC20	Eastern	Park Road / Brussels St I/S Improvement	Park Rd/Brussels St I/S	Intersection safety and amenity improvements including threshold treatments and build outs	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 88,400	138
CSTIEC22	Eastern	DELETE - Onepu Rd/Leonie Gill Pathway I/S Improvements	Onepu Rd/Lenoie Gill Pathway I/S	DELETE - Improved pedestrian and cycle crossing facilities across Onepu Rd connecting up shared pathway.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Walking improvements	Low risk	$ -	132
CSTIEC25	Eastern	Troy Street / SH1 Roundabout	Cobham Drive	Additional Safety Interventions	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 195,000	94
CSTIEC26	Eastern	Kilbirnie Crescent / SH1 High Risk Intersection	Cobham Drive	Raised Safety Platforms	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 195,000	94
CSTIEC27	Eastern	Miramar Avenue / SH1 Roundabout	Cobham Drive	Additional Safety Interventions	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 195,000	94
CSTIKC01	Karori	Bowen Street Outbound Bus Stop	Bowen Street east of SH1 overbridge	New outbound bus stop on Bowen Street to pair with the existing citybound stop. Infill an 800m gap between bus stops.	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ 62,400	81
CSTIKC08	Karori	Karori Tunnel CBD Side: Glenmore St footpath flooding	200-204 Glenmore St	Address footpath ground water seepage/ flooding in the vicinity of 200-204 Glenmore St and or in the tunnel itself	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Moderate risk	$ 18,200	140
CSTIKC09	Karori	Karori Tunnel CBD Side: Improved visibility of pedestrian crossing - surface/repaint	196 Glenmore St	Upgrade the existing pedestrian crossing to improve visibility / safety	Addition of high friction surfacing on approaches "in buff colour" & transverse marking	Walking improvements	Road to Zero	Low risk	$ 143,390	113
CSTIKC12	Karori	Karori Tunnel, Karori Side: Bus stop improvements	Bus stop adjacent to Karori Tunnel	Bus stop enhancements	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Walking improvements	Low risk	$ -	99

City Streets - Targeted Improvements (Excluded)

Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTIKC13	Karori	Karori Tunnel, Karori Side: Waiapu Road kerb build outs	Waiapu Rd @ Chaytor St	Tighten kerb radius to reduce speed & provide additional pedestrian/cycle space on link to support Appleton Cycle link & bus stop connections	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Road to Zero	Walking improvements	Low risk	$ 244,270	75
CSTIKC14	Karori	Karori Tunnel, Karori Side: Chaytor St/Birdwood St pedestrian improvements	Intersection of Chaytor St/Birdwood St	Pedestrian crossing imrpovements including shelter and timing and possibly providing missing pedestrian leg	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Moderate risk	$ 49,400	75
CSTIKC15	Karori	Karori Tunnel, Karori Side: Northland Tunnel Rd/Chaytor St Right turn	Intersection of Chaytor St/Northland Tunnel Road	Provison of signalised right hand turn out of Northland tunnel road as a safer alternative for the right turn into Chaytor St from Raroa Crescent	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Road to Zero	Walking improvements	Moderate risk	$ -	75
CSTIKC16	Karori	Karori Tunnel, Karori Side: Appleton Park cycle path	Appleton Park	Provision of an offline cycle path through Appleton Park linking to Waiapu Road	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ 517,238	27
CSTIKC17	Karori	Karori Tunnel, Karori Side: Chaytor St / Curtis St intyersection safety treatment	Intersection of Chaytor St/Curtis St and Raroa St	A suite of safety improvments including: - Anti-glare treatment of road surface for safety - pedestrian crossing & safe cycling	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Road to Zero		Low risk	$ 143,390	84
CSTIKC25	Karori	Makara Road Intersection Improvements	Makara Road at Allington Rd	Intersection safety improvements including kerb build out and pedestrian refuge and Streetlighting opportunities	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Road to Zero	Walking improvements	Low risk	$ 88,400	69
CSTIKC27	Karori	Bowen Street Clearway Inbound	Bowen Street	BPAP Bus Lane/Clearway Extend Hours of operation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points			Low risk	$ 6,500	142
CSTIKC29	Karori	Transitional cycleway improvements - Bowen/Whitmore	Small minor permanent improvements based on feedback	The Bowen/Whitmore transitional bike route is designed to be in place for several years, until larger permanent improvements are made on this corridor. In order to ensure the sustainability of the interim improvement, some more permanent minor works are likley to be required. This is a placeholder for these small improvements. This placeholder is particularly important for Whitmore, as Bowen St will be progressing on a shorter timeframe to permanent through the City Streets SSBC.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking			Low risk	$ 465,400	142
CSTISC15	Southern	14 Adelaide Road Pedestrian improvements	Adelaide Road in the vicinity of McDonalds	Provision of improved pedestrian crossing opportunities across Adelaide Road in the vicinity of McDonalds, possible alternative is relocation of Mc Donalds Bus stop closer to Basin to meet desire lines. Addresses existing bus collision risk with canopy at McDonalds. And/Or enhance existing ped crossing at Basin/Adelaide	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ -	14
CSTISC18	Southern	Drummond St Pedestrian improvements	Corner of Drummond St/Adelaide Road	Raised pedestrian crossing across Drummond St	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Low risk	$ 88,400	124
CSTISC19	Southern	Tasman St Cycle improvements	Tasmasn St between Coombe St and Carrington St	Cycle improvements through road markings and possible reduction in car parking.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Moderate risk	$ 271,050	48
CSTISC25	Southern	Corridor Tactile and Directional Improvements		# southern corridor bus stops x 4 = estimate of number of kerbs to be treated as part of this activity.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Very low risk	$ 16,900	20

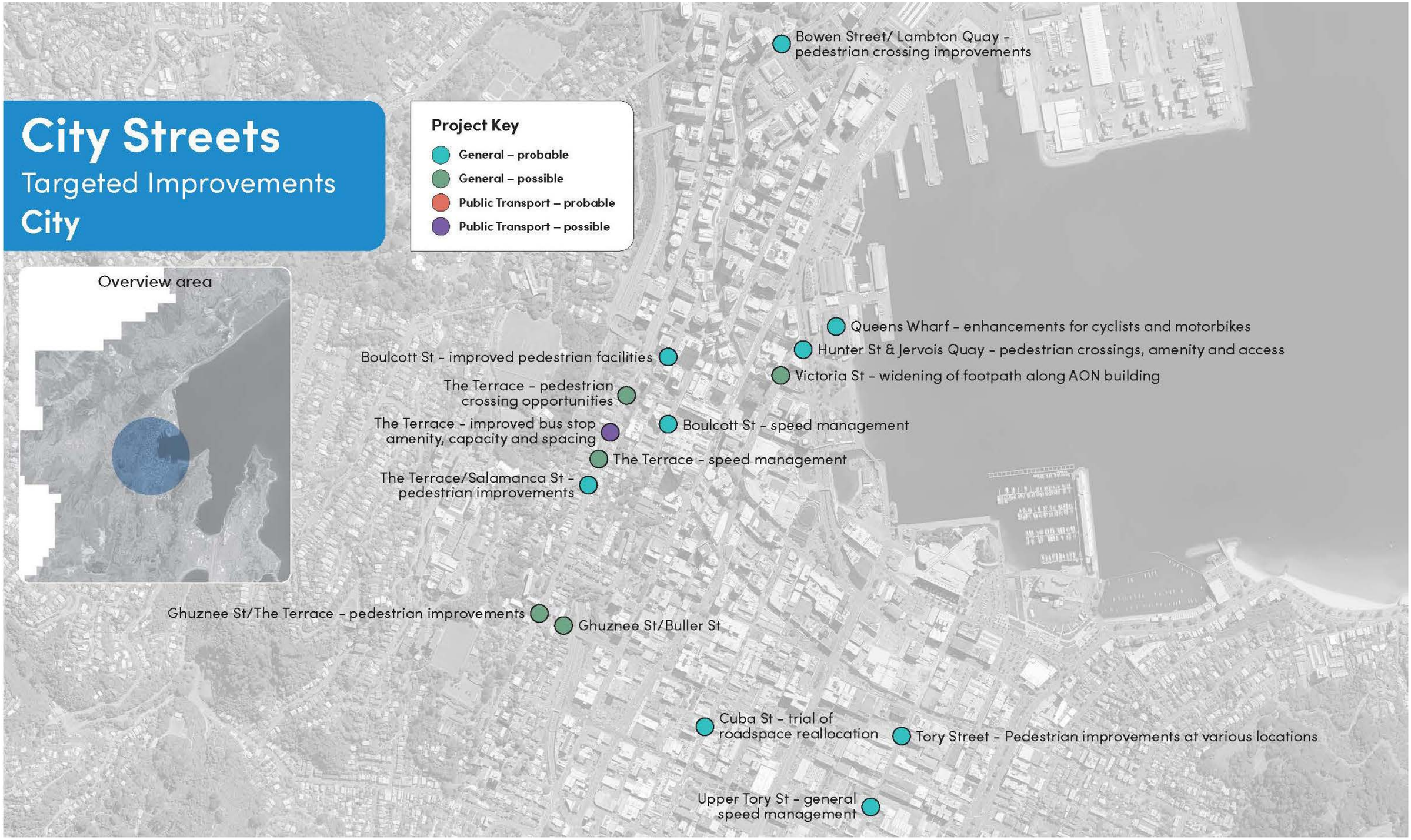
City Streets - Targeted Improvements (Excluded)

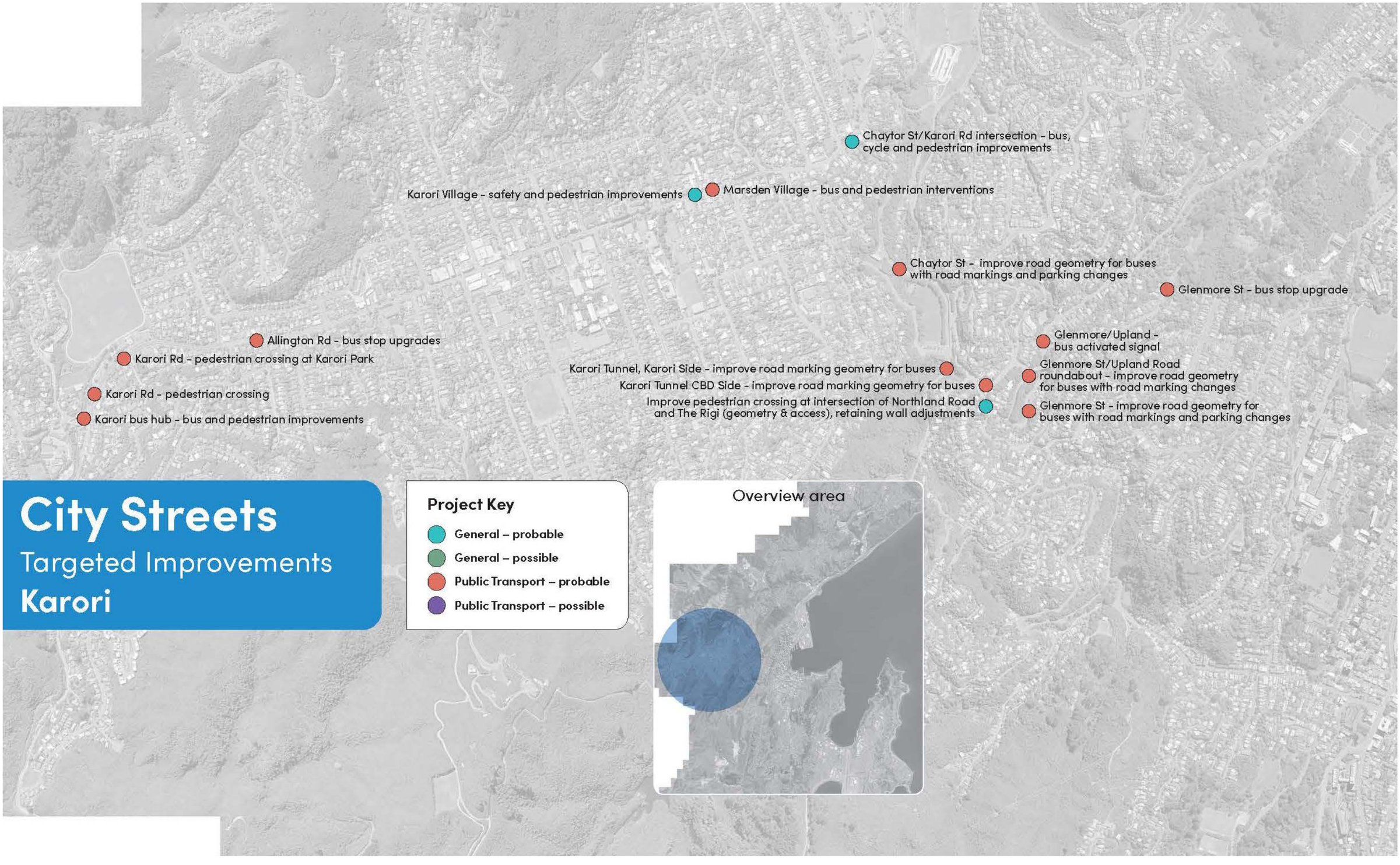
Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTISC27	Southern	DELETE - Emmett Street pedestrian improvements	Emmett St	DELETE - Raised pedestrian crossing across Emmett St at Ridiford St.	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Low risk	$ -	123
CSTISC28	Southern	340 Adeleaide Road Ped crossing improvements	340 Adelaide Road	Provision of improved / additional pedestrian crossing opportunities in the vicinity of 340 Adelaide Road to provide improved access to bus stop pair	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Public transport infrastructure	Low risk	$ 308,100	41
CSTISC29	Southern	59 Rintoul St Ped crossing improvements	59 Rintoul St	Provision of improved / additional pedestrian crossing opportunities in the vicinity of 59 Rintoul St to provide improved access to bus stop pair	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Public transport infrastructure	Low risk	$ 308,100	41
CSTISC31	Southern	169 Riddiford St pedestrian crossing improvement	169 Riddiford St	Improve and/or relocate existing pedestrian refuge	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 33,800	20
CSTISC32	Southern	191 Riddiford St pedestiran crossing improvements	191 Riddiford St	Improve and/or relocate exising pedestrian refuge	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements	Road to Zero	Low risk	$ 33,800	20
CSTISC37	Southern	DELETE - Chilka St pedestrian improvements	Chilka St @ Adelaide Rd	DELETE - Raised pedestrian table across Chilka St at Adelaide Rd	Create a more people friendly and liveable city with attractive streets and places where people can move safely and easily when walking	Walking improvements		Low risk	$ -	136
CSTISC43	Southern	DELETE - Transitional Cycleway Improvements - Newtown Connection (Rugby St @ Adeleaide)	Rugby St @ Adelaide Rd	Connect Tasman St to Newtown route via Rugby St. Current one-way facility used as two-way. Upgrade facility to enable safe two-way connection into Newtown route at Adelaide/Basin - including kerb ramps and corner improvement.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	4
CSTISC44	Southern	DELETE - Transitional Cycleway Improvements - Newtown Connection (Oriental Parade @ Cable St)	Orental Parade @ Cable St	Install wider toucan crossing to facilitate safe and convenient connection to the waterfront that minimises conflict between people walking and cycling. (Currently only a pedestrian crossing).	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	44
CSTISC45	Southern	DELETE - Transitional Cycleway Improvements - Newtown Connection (Cambridge Tce @ the Basin)	Cambridge Tce @ the Basin	Transitional bike route likely to increase volume and conflict on narrow unsealed path leading from Cambridge Tce into basin. Improvement to widen and seal connection, potentially including permanent kerb ramps at pedestrian signals into new facility.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	35
CSTISC46	Southern	DELETE - Transitional Cycleway Improvements - Newtown Connection (Riddiford St @ Hospital Carpark entrance)	Riddiford St @ Hospital carpark entrace	Transitional bike route currently has limited connectivity into Hospital parking entrance at Riddiford St, where staff bike parking is located. Permanent crossing improvements at this intersection was deemed out of scope for the interim installation, but will improvement safety and connectivity as part of the Hospital Travel Action Plan.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	2
CSTISC47	Southern	DELETE - Transitional Cycleway Improvements - Newtown Connection (Ellice St @ Kent Tce and Hania St)	Ellice St @ Kent Tce and Hania St - connectivity from Mt Vic tunnel	Connectivity into the Cambridge Tce bi-directional cycleway from the East (Mt Vic tunnel) will be limited during the interim bike route as permanent improvements here were deemed out of scope for a transitional design. Wayfinding (from city side of Mt Vic tunnel) and intersection improvments at Ellice/Hania would significant improve the level of service for people on bikes coming from the East into the city.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	4

City Streets - Targeted Improvements (Excluded)

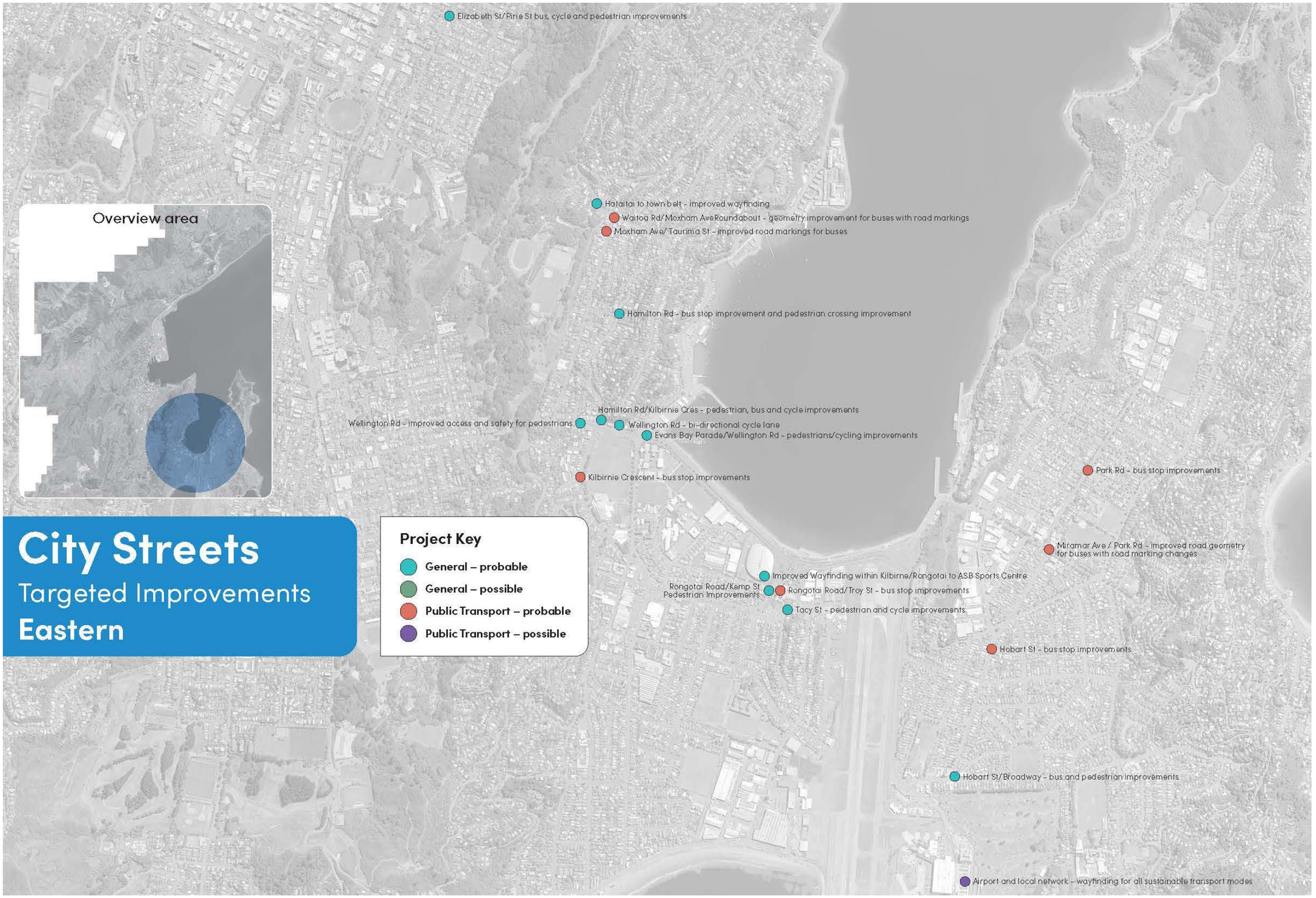
Targeted Improvements Ref	Area	Intervention Name	Location	Intervention Description	City Streets Outcome	Primary Intervention Theme	Secondary Intervention Theme	Self-Assessed Risk Score	Cost ($)	Level of Service Gap Rank (1 High)
CSTISC48	Southern	Transitional Cycleway Improvements - Newtown Connection (Small minor permant improvements based on feedback)	Small minor permanent improvements based on feedback	The Newtown transitional bike route is designed to be in place for several years, until larger permanent improvements are made on this corridor. In order to ensure the sustainability of the interim improvement, some more permanent minor works are likley to be required. This is a placeholder for these small improvements.	Reduce reliance on private vehicle trips by creating connected, safe and efficient access by bike	Cycling improvements	Road to Zero	Low risk	$ -	2
CSTISC49	Southern	Bus Priority Action Plan (Cambridge inbound)	Cambridge - Inbound	BPAP Bus Lane/Clearway Extend Hours of operation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	38
CSTISC50	Southern	Bus Priority Action Plan (Kent @ Courtenay, Elizabeth Outbound)	Kent @ Courtenay, Elizabeth - Outbound	Simple reconfiguration and BPAP Bus Lane/Clearway Extend Hours of operation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	29
CSTISC51	Southern	Bus Priority Action Plan (Kent / Pirie)	Kent / Pirie		Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	38
CSTISC52	Southern	Bus Priority Action Plan (Elizabeth @ Kent)	Elizabeth @ Kent	Simple lane reallocation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	29
CSTISC53	Southern	Bus Priority Action Plan (Kent @ Courtenay, Elizabeth Outbound)	Kent @ Courtenay, Elizabeth	Simple reconfiguration	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	29
CSTISC54	Southern	Bus Priority Action Plan (Courtenay, Kent)	Courtenay, Kent	Simple lane reallocation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	29
CSTISC55	Southern	Bus Priority Action Plan (Adelaide Inbound)	Adelaide - Inbound	BPAP Bus Lane/Clearway Extend Hours of operation	Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient and reliable, with easy connection points	Public transport infrastructure	Road to Zero	Low risk	$ -	16

26 Appendix C – Maps of Recommended Interventions




Chaytor St/Karori Rd intersection - bus, cycle and pedestrian improvements
Karori Village - safety and pedestrian improvements
Marsden Village - bus and pedestrian interventions
Chaytor St - improve road geometry for buses with road markings and parking changes
Glenmore St - bus stop upgrade
Allington Rd - bus stop upgrades
Karori Rd - pedestrian crossing at Karori Park
Karori Rd - pedestrian crossing
Karori bus hub - bus and pedestrian improvements
Karori Tunnel, Karori Side - improve road marking geometry for buses
Karori Tunnel CBD Side - improve road marking geometry for buses
Improve pedestrian crossing at intersection of Northland Road and The Rigi (geometry & access), retaining wall adjustments
Glenmore/Upland - bus activated signal
Glenmore St/Upland Road roundabout - improve road geometry for buses with road marking changes
Glenmore St - improve road geometry for buses with road markings and parking changes
City Streets
Targeted Improvements
Karori
Project Key
General – probable
General – possible
Public Transport – probable
Public Transport – possible
Overview area


Taranaki St - trial removal of a general traffic lane/parking and greening
Fire station - fire station warning traffic signals
Cable St/Oriental Parade and Wakefield/New World/ Welsh Bar - pedestrian crossing improvements
Willis St - trial bus lane, queue jumps and pedestrian crossing
Kent/Cambridge @ Elizabeth Street - pedestrian improvements at crossing
Cuba St/ Karo Drive and Cuba St/ Abel Smith St - Pedestrian crossing and saftey upgrades
Kent/Cambridge @Vivian Street - pedestrian improvements to crossing
Kent Terrace - bus stop rationalisation
Taranaki St - bus stop providing access to Pukeahu Park
Commonwealth Walkway @ Buckle St - pedestrian improvements
North East corner of Basin Reserve - improve cycle connectivity
Rugby St - bi-directional cycleway
Rugby St/Adelaide Rd - kerb & road marking improvements for buses
ey St/Taranaki St - safety improvements for cyclist and wayfinding
Adelaide Rd/Rugby St - improved cycle safety
Mt Vic Tunnel - improved wayfinding for pedestrians and cyclists
King St/Adelaide Road - pedestrian improvements
Adelaide Rd - improved pedestrian crossing
Overview area
Adelaide Rd - cycle parking
John St @ Tasman St - cycling improvements
Riddiford St - improved pedestrian and cydist facilities
City Streets
Targeted Improvements
Southern
Project Key
General – probable
General – possible
Public Transport – probable
Public Transport – possible
Rintoul St - improved spacing of bus stops
Russell Terrace - safety, cycling and pedestrian improvements
Adelaide Rd - bus stop rationalisation
Adelaide Road @ Duppa St - bus and pedestrian improvements


Elizabeth St/Pirie St bus, cycle and pedestrian improvements
Hataitai to town belt - improved wayfinding
Waitoa Rd/Moxham AveRoundabout - geometry improvement for buses with road markings
Moxham Ave/ Taurima St - improved road markings for buses
Hamilton Rd - bus stop improvement and pedestrian crossing improvement
Hamilton Rd/Kilbirnie Cres - pedestrian, bus and cycle improvements
Wellington Rd - improved access and safety for pedestrians
Wellington Rd - bi-directional cycle lane
Evans Bay Parade/Wellington Rd - pedestrians/cycling improvements
Kilbirnie Crescent - bus stop improvements
Park Rd - bus stop improvements
Miramar Ave / Park Rd - improved road geometry for buses with road marking changes
Improved Wayfinding within Kilbirne/Rongotai to ASB Sports Centre
Rongotai Road/Kemp St Pedestrian Improvements
Rongotai Road/Troy St - bus stop improvements
Tacy St - pedestrian and cycle improvements
Hobart St - bus stop improvements
Hobart St/Broadway - bus and pedestrian improvements
Airport and local network - wayfinding for all sustainable transport modes
Overview area
City Streets
Targeted Improvements
Eastern
Project Key
General – probable
General – possible
Public Transport – probable
Public Transport – possible

27 Appendix D – Unit Rates for Cost Estimation

Category	Intervention	Unit	Assumptions		Costs per unit ($)		Days of construction		Traffic management costs ($)		Total cost ($)			Source
			Low	High	Low	High	Low	High	Low	High	Low	Mid-point	High	
Bus stop rationalisation	Remove existing bus stop	Stop removed	1 bus stop removed - Signs and markings removed only	1 bus stop removed - Signs, markings, and shelter removed	$2,000	$6,000	2	4	$3,600.00	$7,200.00	$5,600	$9,400	$13,200	WCC
	Add new bus stop	Stop added	1 bus stop added - signs and markings added only	1 bus stop added - signs, markings, and new shelter added	$1,000	$30,000	5	10	$9,000.00	$18,000.00	$10,000	$29,000	$48,000	
Bus stop arrangement	Entry / exit tapers	Stop	9 m entry taper + 6m exit taper	9 m entry taper + 6m exit taper	$500	$1,000	1	2	$1,800.00	$3,600.00	$2,300	$3,450	$4,600	WCC
	Lengthening bus stop	Stop	15m long bus box	15m long bus box	$500	$1,000	1	2	$1,800.00	$3,600.00	$2,300	$3,450	$4,600	WCC
	In-line bus stops	Stop	15m long kerb extension, no drainage work	15m long kerb extension, move one sump, new shelter	$5,000	$40,000	5	12	$9,000.00	$21,600.00	$14,000	$37,800	$61,600	
Carriageway	Transit lane	Km	No relocation of significant items	Requires relocation of some centre islands	$65,000	$100,000	3	60	$5,400.00	$108,000.00	$70,400	$139,200	$208,000	WCC
	Widened traffic lane	Km	Parking removed only - change signs and markings	Kerb realignment required - rebuild kerb on both sides and change signs and markings	$1,000	$800,000	5	60	$9,000.00	$108,000.00	$10,000	$459,000	$908,000	WCC
	Traffic calming	Km	Signs and marking changes ony - could include reduced speed limits, advisory signs, dragons teeth, gateway paint treatment	Physical infrastructure and signs and marking changes, speed humps every 100m	$15,000	$56,300	15	30	$27,000.00	$54,000.00	$42,000	$76,150	$110,300	WCC + Viastrada
	Painted Cycle lanes	Km	White paint only (lines + cycle symbol)	Kerb realignment required - rebuild kerb on both sides, plus white paint + green paint at intersections and major driveways	$50,000	$250,000	5	60	$9,000.00	$108,000.00	$59,000	$208,500	$358,000	Viastrada
	Separated cycleway	Km	Kerb separated unidirectional on both sides, bus stop bypass every 300 metres (no drainage)	Kerb separated unidirectional on both sides, bus stop bypass every 300 metres (+ 50% contingency)	$872,000	$1,308,000	105	157.5	$189,000.00	$283,500.00	$1,061,000	$1,326,250	$1,591,500	Viastrada, plus WCC costings fro bus bypass
	Neighbourhood greenway (quiet street)	Km	Signs and markings, sharrow symbol every 50m	Signs and markings, sharrow symbol every 50m, kerb buildouts with trees every 150m	$60,000	$125,000	15	45	$27,000.00	$81,000.00	$87,000	$146,500	$206,000	Viastrada
	Shared zone	Km	Signs and markings, sharrow symbol every 50m, speed hump every 150m	Signs and markings, kerb realignment for entire length, street furniture every 50m (bottom of Cuba Street as an example)	$85,000	$1,700,000	20	60	$36,000.00	$108,000.00	$121,000	$964,500	$1,808,000	Viastrada
	Pedestrian-only street	km	Signs and markings, kerb realignment for entire length, street furniture + tree every 50m (asphalt surface)	Signs and markings, kerb realignment for entire length, street furniture + tree every 50m, asphalt replaced with brick/pavers for entire cross section width (approx 12m)	$1,100,000	$2,300,000	60	120	$108,000.00	$216,000.00	$1,208,000	$1,862,000	$2,516,000	
	Widened footpath or shared path	Km	Kerb realignment + 1m width of new footpath + relocate signs + resurface 4m wide with ashphalt	Kerb realignment + 2m width of new footpath + relocate signs + resurface 4m wide with concrete	$900,000	$1,100,000	50	55	$90,000.00	$99,000.00	$990,000	$1,094,500	$1,199,000	
Signal phase adjustments	Increased green phase for buses	Intersection or crossing	Signal adjustments only; no (or minimal) physical works	Signal adjustments with minimal physical works (example: new signal and markings for Barnes Dance; signal update to include "B" bus phase)	$5,000	$10,000	$ -	$ -	$ -	$ -	$5,000.00	$7,500.00	$10,000.00	
	Bus phase													
	Increased green phase for cyclists													
	Adjust signal phasing for cyclists (protected movements, head starts, all-red extensions)													
	Increased pedestrian green phase (including Barnes Dance crossing)													
Minor intersection works (additions to intersections that do not need any redesign)	Cycle detection	Intersection or crossing	Four loops	Eight loops	$2,000	$4,000	1	2	$1,800.00	$3,600.00	$3,800	$5,700	$7,600	
	Cycle waiting facilities (advanced stop boxes, advanced stop lines, hook-turn boxes)		Four advance stop boxes	Eight advance stop boxes	$5,000	$10,000	2	4	$3,600.00	$7,200.00	$8,600	$12,900	$17,200	
	Beg button replaced with automatic pedestrian phase		4 Beg buttons replaced with automatic pedestrian phase	Eight beg buttons replaced with automatic pedestrian phase	$2,000	$4,000	1	2	$1,800.00	$3,600.00	$3,800	$5,700	$7,600	
	Countdown timers		Two countdown timers	Eight countdown timers	$10,000	$40,000	1	4	$1,800.00	$7,200.00	$11,800	$29,500	$47,200	
	Addition of missing pedestrian leg(s) at signalised intersections		Paint + rephasing of signal + new signals for pedestrians	Paint + rephasing of signal + new signals for pedestrians	$10,000	$20,000	5	10	$9,000.00	$18,000.00	$19,000	$28,500	$38,000	
	Localised footpath widening		Two 4m long Kerb extensions	Four 4m long Kerb extensions	$2,000	$4,000	3	5	$5,400.00	$9,000.00	$7,400	$10,200	$13,000	
Minor intersection redesign	TBD at detailed design stage	Intersection	Upgraded crossing at unsignalised intersection - install kerb extensions, median refuge, and zebra crossing	Upgrade signalised intersection - install bus queue jump, traffic lane reconfiguration (e.g. no right turns)	$50,000	$500,000	14	60	$25,200.00	$108,000.00	$75,200.00	$341,600.00	$608,000.00	
Major intersection redesign	Major reconfiguration of traffic lanes or change of intersection type (to signals or a roundabout)	Intersection	Install signals at suburban give way intersection with 4 legs	Reconfiguration of traffic lanes at large/complex central city intersection, including installation of bus queue jumps/lanes	$1,000,000	$3,000,000	60	180	$108,000.00	$324,000.00	$1,108,000	$2,216,000	$3,324,000	
Upgraded crossings	Upgraded unsignalised crossing	Crossing	kerb extensions, median refuge, and zebra crossing with belisha and flood lights	Install raised zebra crossing with belisha beacons and flood lights, requires drainage	$20,000	$50,000	5	10	$9,000.00	$18,000.00	$29,000	$48,500	$68,000	
	Crossing upgraded to signalised crossing	Crossing	Upgrade unsignalised crossing to signalised pedestrian crossing	Upgrade unsignalised crossing to signalised dual pedestrian and cycle crossing with mast arms	$190,000	$250,000	10	20	$18,000.00	$36,000.00	$208,000	$247,000	$286,000	
New crossings	New unsignalised crossing	Crossing	Kerb extensions and median refuge	Install raised zebra crossing with belisha beacons and flood lights, requires drainage	$15,000	$50,000	5	10	$9,000.00	$18,000.00	$24,000	$46,000	$68,000	
	New signalised crossing	Crossing	New signalised pedestrian crossing	New signalised dual pedestrian and cycle crossing with mast arms	$190,000	$210,000	10	15	$18,000.00	$27,000.00	$208,000	$222,500	$237,000	
	New grade-separated crossing	Crossing	Pedestrian overpass	Pedestrian and cycle overpass	$400,000	$500,000	30	60	$54,000.00	$108,000.00	$454,000	$531,000	$608,000	
Upgraded crossings	New unsignalised crossing	Crossing	Asphalt raised platform/m	Asphalt raised platform/m with markings and signs	$7,000	$8,000	5	7	$9,000.00	$12,600.00	$49,000	$53,000	$56,000	

Intervention	Unit	Assumptions		Costs per unit ($)		Days of construction	
		Low	High	Low	High	Low	High
Remove sump and install new	each	Assumes connection to existing lead	Assumes connection within 10m	$4,000	$7,000	1	3
Bus stop bypass	stop						
Sharrow	each	No traffic management	No traffic management	$100	$100	1	1
Speed Hump	each	Doesn't include signs	Doesn't include signs	$2,000	$2,500	1	2
Speed Hump with build out with trees	each	No services in pit	Includes tree cells and built around existing services	$10,000	$15,000	4	5
Traffic management	day	Level 1 road	Level 2 road	$1,500	$2,400		
Remove tree	each	Small tree	Large tree	$500	$2,000	1	1
Plant tree	each	Large tree, easy construction of tree pit	Large tree, difficult construction of tree pit	$20,000	$30,000	2	3
Remove traffic island	m2	Does not include reinstatment of road	Includes temporary or minimal reinstatment of road	$50	$75	1	1
Remove signal pole, replace with signal on mast arm	each	Existing pole easy to remove . Allow one day for curing of pole foundation	Assumes difficulty in fing suitable location around servises	$20,000	$30,000	2	3
Retaining wall	square metre	Less than 2m high	More than 2m high	$3,000	$6,100	0.2	0.3
Relocate electricity pole	each			$25,000	$30,000		
Relocate signs	each	Assumes regular signs such as parking and cycling signs not directional signs	Assumes regular signs such as parking and cycling signs not directional signs	$500	$750	0.2	0.3

Category	Intervention	Unit	Costs per unit ($)		Days of construction		Traffic management		Total cost ($)			Notes
			Low	High	Low	High	Low	High	Low	Mid-point	High	
Signal improvements	Green phase extension	Intersection	5,000	8,000	0	0	-		5,000	6,500	8,000	Assumes no physical works required
	Queue jump	Metre	200	300	42	42	75,600	75,600	75,800	75,850	75,900	Inclusive of intersection changes and bus lane on approach
	Bus phase	Intersection	10,000	50,000	3	14	5,400	25,200	15,400	45,300	75,200	Low includes new signals only, high includes moving poles and lanes
	Intersection redesign - minor	Intersection	50,000	500,000	14	60	25,200	108,000	75,200	341,600	608,000	Low represents minor adjustments to poles and kerbs, high represents minor intersection rebuild
	Intersection redesign - major	Intersection	1,000,000	3,000,000	60	180	108,000	324,000	1,108,000	2,216,000	3,324,000	Allows for differences in size and complexity of intersections
Lane priority	In-line bus stops	Bus stop	15,000	120,000	5	21	9,000	37,800	24,000	90,900	157,800	Low is temporary, High is permanent (shelter, RTI
	Peak-only bus lanes	Kilometre	65,000	300,000	3	60	5,400	108,000	70,400	239,200	408,000	Low is no moving of significant items, High is moving some centre islands, signals, and lighting
	24-hour bus lanes	Kilometre	65,000	300,000	3	60	5,400	108,000	70,400	239,200	408,000	Low is no moving of significant items, High is moving some centre islands, signals, and lighting
Corridor	Peak hour clearways	Kilometre	5,000	10,000	2	5	3,600	9,000	8,600	13,800	19,000	Low is using existing poles, high is new poles
	Widen traffic lane	Kilometre	750,000	1,500,000	60	120	108,000	216,000	858,000	1,287,000	1,716,000	Note: does not assuming new or movement of retaining walls
Bus stops	Bus stop rationalisation - no new stop created	Bus stop	4,000	6,000	2	4	3,600	7,200	7,600	10,400	13,200	Removal of current infrastructure only
	Bus stop rationalisation - new stop created	Bus stop	30,000	60,000	5	14	9,000	25,200	39,000	62,100	85,200	Assumes that new bus stop will have a shelter
	Entry/exit tapers	Bus stop	500	1,000	1	2	1,800	3,600	2,300	3,450	4,600	Requires broken yellow lines only
	Lengthening bus stop	Bus stop	500	1,000	1	2	1,800	3,600	2,300	3,450	4,600	Requires broken yellow lines only
Enabling works	Retaining wall	Square metre	3,000	6,100	0.2	0.3	360	540	3,360	5,000	6,640	
	Pole relocation	Pole	20,000	30,000	1	2	1,800	3,600	21,800	27,700	33,600	
	Tree removal	Large tree	20,000	30,000	2	3	3,600	5,400	23,600	29,500	35,400	

WAKA KOTAHI
NZ TRANSPORT AGENCY

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Me Heke Ki Pōneke

PROPOSED DISTRICT PLAN: CONFIRMATION OF PLAN CONTENT PATHWAYS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee identifies the content of the Proposed District Plan (PDP) which will follow an Intensified Streamlined Planning Process (ISPP) and the Part One, Schedule One process (standard process).

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

☒ Sustainable, natural eco city
☒ People friendly, compact, safe and accessible capital city
☒ Innovative, inclusive and creative city
☒ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

☒ Functioning, resilient and reliable three waters infrastructure
☒ Affordable, resilient and safe place to live
☒ Safe, resilient and reliable core transport infrastructure network
☒ Fit-for-purpose community, creative and cultural spaces
☒ Accelerating zero-carbon and waste-free transition
☒ Strong partnerships with mana whenua

Relevant Previous decisions

At a meeting on 31 March 2022 Te Kaunihera o Pōneke | Council resolved to:

1. Agree to instruct the Chief Executive to use the Schedule One process under the Resource Management Act for those parts of the Proposed District Plan which are not able to be approved through the Intensification Streamlined Planning Process (3.4)(1).

2. Request officers to come back with more detailed advice chapter by chapter on what needs to be sent through the Intensification Streamlined Planning Process by the 14 April at the Pūroro Āmua | Planning and Environment Committee (3.4)(3).

The Committee date was deferred until 12 May to enable officers time to consider legal advice on the issues outlined in this paper.

Significance

The decision is **rated low significance** due to its regulatory nature in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Importance to Wellington City – low
Community interest – moderate

Consistency with existing policy and strategy – low
The impact on Council's capacity and capability – low

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

2. Council has previously been advised of the possible cost of Environment Court appeals which could arise from plan content being appealed, and the need to seek additional funding through the LTP.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

3. Council officers have considered legal advice received in respect of the assessment made. The identification and rationale for the approach recommended is considered robust.

Author	Adam McCutcheon, Senior Advisor Planning
Authoriser	John McSweeney, Place Planning Manager Sean Audain, Manager Strategic Planning Vida Christeller, Acting Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion.

That the Pūroro Āmua | Planning and Environment Committee:

1) Receive the information.

2) Agree with the recommended scope of plan content that will proceed through the Intensification Streamlined Planning Process (ISSP), and the Part One, Schedule One process (standard process).

3) Note that decisions on the content and detail of the Proposed District Plan will be made at the 23 June 2022 Council meeting, where authorisation to notify the plan will be sought.

Whakarāpopoto | Executive Summary

4. Decision making processes for the Proposed District Plan (PDP) are required to follow both a Resource Management Act 1991 (RMA) Intensification Streamlined Planning Process (ISPP) and the Part One, Schedule One process (standard process).

5. At the 31 March 2022 Te Kaunihera o Pōneke | Council meeting councillors resolved to use a standard RMA Part One, Schedule One process for those parts of the PDP not otherwise part of the ISPP.

6. At that meeting, officers provided an assessment of the scope of PDP content which needs to be part of the ISPP process.

7. Council resolved to request that officers provide more detailed advice to the Pūroro Āmua | Planning and Environment Committee on that assessment.

8. In reporting back, officers have taken legal advice given the technical and legal nature of this assessment process. There are provisions that must be progressed through the ISPP and provisions that the Council has a discretion about including in that process.

9. The scope of plan content that must or may follow the ISPP is open to interpretation and has not yet been tested by the courts. All high growth councils must now make judgement calls based on the professional advice of staff who are subject matter experts about what is within the scope of the ISPP.

10. Based on further legal advice the following matters are now recommended for inclusion in the standard RMA Part One, Schedule One process:

    a) Significant Natural Areas (SNAs);

    b) Sites and Areas of Significance to mana whenua;

    c) Notable trees; and

    d) Open space zones.

11. Attachment One provides officers' final recommendations of content to follow the ISPP and the standard process.

Takenga mai | Background

12. The Resource Management (Enabling Housing Supply and other matters) Amendment Act (the Amendment Act) was enacted in December 2021.

13. The Amendment Act requires high growth councils to incorporate new Medium Density Residential Standards (MDRS) and implement the intensification and qualifying matters policies (Policies 3 and 4) of the National Policy Statement on Urban Development 2020 (NPS-UD). This implementation of the Amendment Act must follow a streamlined District Plan making process (the ISPP).

14. This has the effect of splitting Wellington City's PDP into two separate plan change processes.

15. The ISPP process uses an independent hearings panel, has no merits appeals to the Environment Court and must be completed in around one year. This contrasts with the Standard Part One, Schedule One process where those parts could be appealed to the Environment Court.

16. Council resolved to use Part One, Schedule One process for the other parts of the PDP not included in the ISPP.

Kōrerorero | Discussion

17. The scope of plan content which must or may use the ISPP is summarised in Table One below and discussed in turn:

(RMA section 80E) *Must* include those plan provisions which: 1. Incorporate the MDRS; 2. Give effect to Policy 3 and 4 of the NPS-UD (intensification and qualifying matters); *May* also include provisions which: 3. Relate to financial contributions; 4. Enable papakāinga housing; and 5. Related provisions, including objectives, policies, rules, standards, and zones, that support or are consequential to the above. a) related provisions includes provisions that relate to any of the following, *without limitation*: i. district-wide matters: ii. earthworks: iii. fencing: iv. infrastructure: v. qualifying matters: vi. storm water management (including permeability and hydraulic neutrality): vii. subdivision of land.

Table 1: Scope of ISPP

Incorporate the MDRS

18. **The MDRS must be incorporated into every relevant residential zone (s77G) through the ISPP process.**

19. The MDRS permit 3 residential units up to 11m on any residentially zoned site across Wellington City, and have immediate legal effect unless a qualifying matter applies.

20. This means the Medium Density Residential Zone (MRZ) and High Density Residential Zone (HRZ) MDRS provisions must use the ISPP. This includes subdivision rules giving effect to subdivision provisions introduced by the Amendment Act.

Give effect to Policy 3 of the NPS-UD

21. Policy 3 of the NPS-UD directs Council to change its district plan to enable intensification. Accordingly, the following provisions must be part of the ISPP:

a) All remaining provisions managing buildings and structures in the MDZ and HRZ

- because they enable growth around the specified centres or 6 storey buildings within walking catchments;

b) All provisions of the City Centre Zone managing buildings and structures

- because they enable building heights and density of urban form to realise as much development capacity as possible;

c) All provisions of the Metropolitan Centre Zone managing buildings and structures

- because they enable intensification of at least 6 storeys;

d) All provisions of other centres zones managing buildings and structures

- because they enable intensification commensurate with the level of commercial and community services.

Give effect to Policy 4 of the NPS-UD

22. Policy 4 of the NPS-UD enables district plans to include lower building heights and densities than those required by policy 3 (or the MDRS) when qualifying matters apply, and alternative heights or densities are specified.

23. Accordingly, the following provisions must be part of the ISPP:

a) Character precincts

- They do not enable 6 storey development and rely on Policy 4 to justify that;

b) Natural hazards

- Provisions managing flooding, fault lines and coastal hazards do not enable the MDRS or intensification;

c) Historic Heritage

- Heritage areas have lower building heights than those required by policy 3 and rely on Policy 4 to justify that;
- Heritage buildings do not enable maximum development capacity to be realised in the city centre;

- MDRS on sites of residentially zoned heritage buildings are not permitted activities.

d) Viewshafts

- Viewshafts cannot be intruded into and do not enable maximum development capacity within their spatial extent.

e) Airport noise overlay

- More than one MDRS compliant building on sites within the overlay is not a permitted activity.

f) Very high and high coastal natural character

- MDRS compliant buildings on sites within the overlay are not permitted activities.

g) Waterfront zone

- 6 storey buildings should be enabled on sites within this area, but the proposed waterfront zone proposes the continuation of the 'zero building heights' approach.

24. Also to be progressed through the ISPP are any definitions expressly used in provisions that must be progressed in that process. This is because definitions are integral to the mechanics of how the PDP works and should be considered at the same time as related rules.

Other provisions that may be included

25. While at face value the ISPP appears limited to the MDRS, policy 3 and 4 of the NPS-UD, a wide range of related provisions are enabled to be included.

26. This recognises that the PDP is written in an integrated way and that many provisions support or are consequential to achieve outcomes sought by those otherwise required to be in the ISPP.

27. Accordingly, to retain plan integration and recognise the dependencies between provisions required to be in the ISPP and those which support them, officers recommend the following content is also included in the ISPP:

a) Strategic directions which provide high level direction to those chapters required to be part of the ISPP

- These directions need to be considered by the same hearings commissioners as those considering related ISPP content.

b) Three waters chapter

- This chapter is related to the implementation of the MDRS and including hydraulic neutrality is expressly enabled.

c) Subdivision provisions that relate to content required to be part of the ISPP

- Subdivision is a key mechanism for realising the outcomes sought by the intensification outcomes in Policy 3, the protection of qualifying matters in policy 4 and the implementation of the MDRS.

d) Earthworks provisions that relate to content required to be part of the ISPP

- Earthworks are a key mechanism for realising the outcomes sought by the intensification outcomes in Policy 3, the protection of qualifying matters in Policy 4, and the implementation of the MDRS.

e) Wind chapter

- The management of the comfort and safety of wind is an effect that must be managed as larger buildings are enabled by policy 3.

f) Appendices and Schedules related to those chapters progressing through ISPP

- These identify areas and buildings where provisions apply or contain technical content that informs assessments against standards.

g) Design guides

- The design guides are a critical component of how development that must be enabled by policy 3 is assessed to ensure 'density done well'.

Kōwhiringa | Options

Option 1: Focused interpretation (recommended option)

28. Based on legal advice a focussed interpretation of the scope of the ISPP enabled by the RMA is recommended.

29. Legal advice supports this approach detailed above and in Attachment One.

Option 2: Broader interpretation

30. The scope of plan content that must or may follow the ISPP is open to interpretation and has not yet been tested by the courts. All high growth councils must now make judgement calls about what is within scope.

31. Provisions relating to SNAs, notable trees and Sites and Areas of Significance to mana whenua have the effect of limiting urban intensification. However, they do not specifically limit building heights and density, and is our view from a strict legal interpretation of the legislation that these matters cannot form part of the ISPP.

32. Despite this, Council has the discretion for SNAs, Notable trees and Sites of Significance to mana whenua to be included in the ISPP if it chooses to take a broader interpretation of s80E.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

33. The Proposed District Plan contributes to and supports the implementation of Council's strategies and policies such as the Our City Tomorrow: He Mahere Mokowā mō

Pōneke A Spatial Plan for Wellington City - An Integrated Land Use and Transport Strategy and Te Atakura - First to Zero mahere kaupare āhuarangi hurihuri.

Engagement and Consultation

34. Extensive consultation has already been undertaken with the community in the Planning for Growth Spatial Plan and Draft District Plan processes.

35. No additional consultation is considered necessary on this technical assessment requiring application of statutory provisions about the scope of the ISPP.

Implications for Māori

36. Progressing Sites of Significance to mana whenua provisions through a Part One, Schedule 1 process means they could be appealed to the Environment Court.

37. Officers have taken a collaborative approach working with mana whenua on PDP content to ensure that it reflects their ambitions and desires.

38. Officers will continue exploring with our mana whenua partners their preferences for involvement in the notified PDP process.Financial implications

39. PDP funding has been secured through the 2021-2031 LTP.

Legal considerations

40. Council's legal team has been involved in the preparation of this paper.

41. External legal advice has been received on the interpretation of the requirements of the RMA as it relates to the scope of the ISPP process.

Risks and mitigations

42. There is a possibility that the Council's assessment of plan content in each process is judicially reviewed.

43. Legal advice is that there is a low risk of a judicial review having a substantial impact on the progression of the PDP.

Disability and accessibility impact

44. None.

Climate Change impact and considerations

45. Provisions that address transportation mode shift such as requiring bike and micro mobility parks are to be progressed through the Part One, Schedule 1 process and as such could be challenged through appeals to the Environment Court.

Communications Plan

46. The Proposed District Plan and communication materials will identify the respective plan making process for all provisions.

47. Officers are planning the consultation campaign for the PDP. The action plan currently includes:

a) Public drop in sessions;

b) A social and print media campaign;

c) 'Friend of submitter' assistance;

d) Tailored meetings, webinars and workshops with key stakeholder, business and community groups;

e) Promotional material with rates notices; and

f) Brochures and explanatory videos.

Health and Safety Impact considered

48. None.

Ngā mahinga e whai ake nei | Next actions

49. Officers will continue to finalise the content of the PDP for Council decision making on 23 June 2022.

Attachments

Attachment 1. District Plan Content Pathways

Attachment 1: Officer recommended plan making pathways for the Proposed District Plan content

Table 1: Summary Table of District Plan Pathways by Plan Chapter.

Chapters	Chapters containing content to proceed through the ISPP process*	Chapters to Proceed through the RMA First Schedule Process
Part 1: Introduction and General Provisions		
Introduction		**X**
How the Plan Works		**X**
Interpretation	**X**	
National Direction Instruments		**X**
Tangata Whenua		**X**
Part 2: District-Wide Matters		
Strategic Direction	**X**	
Energy Infrastructure and Transport	**X**	
Hazards and Risk	**X**	
Historical and Cultural Values	**X**	
Natural Environment Values		**X**
Subdivision	**X**	
General Districtwide Matters	**X**	
Part 3: Area Specific Matters		
Residential Zones	**X**	
Rural Zones		**X**
Commercial and Mixed-Use Zones	**X**	
Industrial Zones		**X**
Open Space and Recreation Zones		**X**
Special Purpose Zones	**X**	
Development Areas	**X**	
Designations		**X**
Part 4 Appendices, Design Guides and Schedules		
Appendices	**X**	
Design Guides	**X**	
Schedules	**X**	

***Note:** Content within in these Chapters will be divided between the ISPP & First Schedule Process. The Content within Chapters is detailed in the tables below. Provisions identified for inclusion in ISPP are limited to the urban environment.

Table 2: District Plan Content to include in the ISPP process

Part 1 – Introduction and General Provisions	**Comments**	
Introduction How the Plan Works Interpretation National Direction Instruments	Only the definitions that are specifically relevant to Policy 3 or 4 or the MDRS.	
Part 2 – District Wide Matters		
Strategic Direction	City Economy, Knowledge and Prosperity: only CEKP-O2 as this implements Policy 3. Historic Heritage HHSASM-O1 Sustainability, Resilience and Climate Change: only SRCC-O2 and O3 Urban Form and Development: only UFD-O1, O3 and UFD-O7.	
Three Waters	Whole chapter	
Natural Hazards	Whole chapter	
Heritage	All heritage chapter apart from archaeological sites	
Viewshafts	Whole chapter	
Subdivision	Only these objectives and policies: O1 - Efficient pattern of development P1 - Recognising and providing for subdivision P2 - Boundary adjustments and amalgamation P4 - Integration and layout of subdivision and development P5 - Subdivision for residential activities P7 - Servicing P10 - Subdivision of land - scheduled heritage building or structure P11 - Subdivision within heritage areas P13 - Subdivision of land containing a notable tree P15 - Protection of Significant Natural Areas P16 - Subdivision in Significant Natural Areas P25 - Subdivision of land affected by Natural Hazards	Only these rules: R1 - Subdivision around an existing lawfully established building R2 - Boundary adjustments R4 - Subdivision that creates any vacant allotment R5 - Subdivision of a site on which a scheduled heritage building or object is located R6 - Subdivision of a site within a heritage area R8 - Subdivision of a site on which a notable tree is located R9 - Subdivision of land within a Significant Natural Area R15 – R23 - Subdivision and Natural Hazards 24 - Any other subdivision Plus all associated standards
Earthworks	Only these objectives and policies: O1 - Management of earthworks	Only these rules: R4 - General earthworks

	P1 - Co-ordination and integration with development and subdivision P2 - Provision for minor earthworks P3 - Maintaining stability P4 - Erosion, dust and sediment control P5 - Effects on earthworks on landform and visual amenity P6 - Earthworks and the transport network P7 - Earthworks - heritage buildings and structures, and areas P8 - Earthworks within the root protection area of notable trees P9 - Minor earthworks within significant natural areas P10 - Earthworks within significant natural areas P14 - Earthworks within Flood Hazard Overlays	R5 - Earthworks within a significant natural area R6 - Earthworks - heritage buildings and structures, and areas R7 - Earthworks within the root protection area of notable trees R14 - Earthworks within the Flood Hazard Overlay R21 - Earthworks within Sites and Areas of Significance Category A and Category B Plus all associated standards
Coastal Environment	Only the coastal hazards provisions.	
Noise	Only provisions relating to airport noise overlay	
Wind	Whole chapter – consequential to implementation of Policy 3.	
Part 3 - Zones		
General Residential *(Will become Medium Density Residential Zone)*	Only these objectives and policies: O1 - Purpose O2 - Efficient use of land P3 - Multi-unit housing P6 - Residential buildings and structures P7 - Permeable surface P8 - Vegetation and landscaping	Only these rules: R1 - Residential activities, excluding retirement villages, supported residential care activities and boarding houses R12 - Demolition or removal of buildings and structures R13 - Construction, addition or alteration of residential buildings and structures including accessory buildings, but excluding multi-unit housing R14 - Construction of buildings, accessory buildings or structures for multi-unit housing or a retirement village, and additions or alterations to multi-unit housing or a retirement village R15 - Fences and standalone walls Plus all associated standards
Medium Density Residential *(Will become the High Density Residential Zone)*	Only these objectives and policies: O1 – Purpose O2 - Efficient use of land All precinct objectives P3 - Increased housing supply and choice P4 - Multi-unit housing	Only these rules: R1 - Residential Activities R12 - Demolition or removal of buildings and structures, excluding within the Character Precincts R13 - Construction, addition or alteration of residential buildings and

	P6 - Residential buildings and structures P7 - Permeable surface P8 - Vegetation and landscaping All precinct policies	structures including accessory buildings, but excluding multi-unit housing, a retirement village and the Character and Townscape Precincts R14 - Construction of buildings, accessory buildings or structures for multi-unit housing or a retirement village, and additions or alterations to multi-unit housing or a retirement village, but excluding the Character and Townscape Precincts R15 - Fences and standalone walls, excluding within the Character Precincts All precinct rules, excluding buildings on legal road Plus all associated standards
City Centre	Only these objectives and policies: O1 - Purpose O2 - Accommodating Growth O3 - Urban Form and Scale O5 - Amenity and Design O6 - Development Near Rapid Transit O7 - Managing Adverse Effects P4 - Housing choice P5 - Urban Form and Scale P9 - Sense of place P10 - Quality Design Outcomes P11 - Quality and Amenity P12 - City Outcomes Contribution P13 - Managing adverse effects	Only these rules: R17 - Demolition or Removal of Buildings and Structures R18 - Alterations and Additions to Buildings and Structures R19 - Construction of Buildings and Structures, excluding comprehensive development R21 - Comprehensive Development of land 2000m^2 in area or greater Plus all associated standards
All other Centres zones including Kilbirnie bus barn development area	Only these objectives and policies: O1 - Purpose O3 - Amenity and Design O4 - Accommodating growth P1 - Accommodating growth P6 - Managing Effects P7 - Quality design outcomes P8 - Quality and Amenity P9 - Amenity – Minimising adverse development effects P10 - Comprehensive Development P11 - City Outcomes Contribution	Only these rules: R17 - Demolition or Removal of Buildings and Structures R18 - Construction, Additions, and Alterations to Buildings and Structures, excluding comprehensive development R20 - Comprehensive Development of land 1600m^2 in area or greater Plus all associated standards
Waterfront Zone	Only these objectives and policies: O1 - Purpose O7 - Managing effects P5 - Sense of place P6 - Development of buildings P7 - Protection of public open space P10 - Ahi ka	Only these rules: R12 - Alterations or additions to buildings and other structures R13 - Construction of new buildings and other structures Plus all associated standards

Part 4 - Appendices and Schedules		
Centres and Mixed Use Design Guide Residential Design Guide Heritage Design Guide Subdivision Design Guide Appendices and schedules that are directly relevant to any chapters above		

Table 3: District Plan Content in the Standard Part One, Schedule One process

Part 1 – Introduction and General Provisions
All (except any definitions that are specifically relevant to Policy 3 or 4 or the MDRS)
Part 2 – District Wide Matters
Remaining parts of the Strategic Direction, Heritage, Subdivision and Earthworks chapters not included in the ISPP
Energy, Infrastructure, and Transport (excluding Three Waters)
Contaminated Land
Hazardous Substances
Natural Features and Landscapes
Ecosystems and Indigenous Biodiversity (SNAs)
Sites and Areas of Significance to mana whenua
Notable Trees
Light
Signs
Temporary Activities
Assisted Housing
Coastal Environment (excluding hazards)
Noise (excluding provisions relating to airport noise overlay)
Part 3 - Zones
Remaining parts of the Centres, Residential, Waterfront and Open Space Zones not included in the ISPP
Open Space
Sport and active recreation
Town belt zone

Natural open space
Large Lot Residential
Rural
Quarry Zone
Natural Character
Public Access
Mixed Use Zone
General Industrial Zone
Commercial Zone (Curtis Street)
Port Zone
Corrections Zone
Stadium Zone
Hospital Zone
Tertiary Education Zone
Airport Zone
Future Urban Zone and Development Areas (excluding Kilbirnie bus barns)
Designations

Note: The provisions referenced on the tables above are from the Draft District Plan. While refining the plan, some provisions will change number, may be added, or removed and are indicative. General principles of inclusion in either process will not change post committee decision.

WELLINGTON CENTRAL CITY GREEN NETWORK PLAN UPDATE

Kōrero taunaki | Summary of considerations

Purpose

1. This report asks Pūroro Āmua | Planning and Environment Committee to adopt the finalised Wellington Central City Green Network Plan – (Attachment 1).

Strategic alignment with community wellbeing outcomes and priority areas

	Aligns with the following strategies and priority areas: ☒ Sustainable, natural eco city ☒ People friendly, compact, safe and accessible capital city ☒ Innovative, inclusive and creative city ☒ Dynamic and sustainable economy
Strategic alignment with priority objective areas from Long-term Plan 2021–2031	☒ Functioning, resilient and reliable three waters infrastructure ☒ Affordable, resilient and safe place to live ☒ Safe, resilient and reliable core transport infrastructure network ☒ Fit-for-purpose community, creative and cultural spaces ☒ Accelerating zero-carbon and waste-free transition ☒ Strong partnerships with mana whenua
Relevant Previous decisions	Council declared a climate and ecological emergency in August 2019. Pūroro Maherehere – The annual/long term plan committee agreed to include $30 million in years 11 – 30 for the acquisition and development of inner city parks and to enable more street tree planting to support planned population growth in our Central City at the 4 march 2021 meeting. Pūroro Āmua adopted He Mahere Mokowā mō Pōneke - a Spatial Plan for Wellington City on 24 June 2021, which highlights Greener as one of the six city goals and the Green Network Plan was a key action in the associated action plan. Pūroro Āmua approved on 27 October 2021 the adoption of the draft GNP and requested officers to come back with a finalised GNP and Green Network Plan Implementation Framework (Framework) in early 2022.
Significance	The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☒ Nil	☒ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

2. In the long term plan budget has assigned approximately $7.5M to central city greening over the next 10 years, which has been assigned to purchase and the development of one urban park and other smaller greening initatives. There is currently an additional $30M in years 11-30 in the LTP for the acquisition and development of inner city parks and to enable more street tree planting to support planned population growth. This was an ammendment at 4 March 2021 Annual Plan and Long Term Plan deliberations.

3. Current budget provision is not sufficient to deliver the proposed targets and officers will prepare a business case for consideration through the next LTP.

Risk

☐ Low	☒ Medium	☐ High	☐ Extreme

4. The residential population of the Central City is expected to double in the next 30 years. Currently just under 50% of the Central City trees and green spaces are located on private property and the majority of the public trees and green spaces do not currently have renewal budgets assigned. To complement growth and ensure we are caring for our green and blue network better, the green network plan is a key policy document which sets ambitious, but realistic targets to deliver greening over the next 30 years with the focus on the next 10.

Author	Gerald Blunt, Principal Advisor Design Strategy
Authoriser	Vida Christeller, Manager City Design

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1) Receive the information
2) Adopt the finalised Green Network Plan – (Attachment 1).
3) Adopt the targets for delivery in the central city over the next 10 years:
    a. No net loss
    b. Double the number of trees
    c. Improve the greening of 20 existing public open spaces
    d. Deliver two new urban parks
4) Adopt the Green Network Plan Implementation Framework – (pages 27- 38 of Attachment 1).
5) Note that officers will continue to work with mana whenua as a part of our partnership and engagements around the Open Space and Recreation Strategy and through the LGWM Iwi Partnership Working Group to ensure that their values and aspirations are incorporated into the delivery of the Green Network Plan objectives and targets.
6) Note that officers are developing a business case as input into the 2024/25-34 LTP.

Whakarāpopoto | Executive Summary

5. The Central City Green Network Plan (GNP) is a key action out of the Planning for Growth Spatial Plan to support growth and helps address the climate and ecological emergency declared in 2019.
6. Council approved on 27 October 2021 the adoption of the draft GNP and requested officers to come back with a finalised GNP and Green Network Plan Implementation Framework (Framework) in early 2022.
7. The GNP focuses on greening of the central city for residents, workers and visitors. This will address the current deficit, provide new green infrastructure and public amenity for all to as the central city densifies over the next 30 years.
8. The GNP has four objectives to support the vision of "*Thinking and living green in wellington central city, is the future for the planet and all of us":*
    - **Treasure** and protect what is important
    - **Celebrate** the value of green with partners
    - **Grow** the number of trees and green spaces
    - **Manage** what we create and we already have well

9. Officers have developed four delivery targets for the next 10 years to realise the objectives and vision of the plan. The Framework identifies pathways to deliver on these targets, objectives, and the vision of the GNP.

10. The targets for delivery in the central city over the next 10 years are:

    - **No net loss**
    - **Double the number of trees** (to 4000 trees)
    - **Improve the greening of 20 existing urban spaces**
    - **Deliver 2 new urban parks**

11. The delivery of the GNP is multifaceted, with implementation evolving over time, and will be delivered by Council and a range of partners through existing and future projects.

12. A business case will be developed for the 2024/25-34 LTP which will identify the additional funding needed to deliver these targets. Note that there is some funding in the current LTP for existing projects, purchase of sites to convert into new parks and smaller greening initiatives ($150K bi-annually), but there is not currently a level of funding which will enable delivery of all of the GNP targets.

Takenga mai | Background

13. The World Health Organisation (WHO) is clear that: “Urban green space is a necessary component for delivering healthy, sustainable and liveable cities.”

14. The WHO also identifies that one in four people will experience a mental health problem in their lives. The environment in which people live is influential to their well being. There is now evidence of the importance of green environments in supporting human wellbeing and mental health – this is a relatively new area of study and there is increasing interest in how the design of cities can be restorative and increase (or decrease) well being of our people as well as our natural environment.

15. The Green Network Plan is identified in a number of strategy documents and it is a key action identified in the Spatial Plan adopted in 2021.

16. The Spatial Plan and draft District Plan have through multiple consultations and engagements, identified “greener” as one the 6 city goals that will inform the development of our city tomorrow over the next 30 years. Through the Spatial Plan consultation 69% of respondents noted the importance of protecting the natural environment and investment in parks and open spaces.

17. The GNP contributes to the delivery of Te Atakura – Council’s zero carbon plan, by “protecting and enhancing the domain of Tāne” through better biodiversity, and the supply numerous ecosystem services and co-benefits to the central city -including supporting the management of water. Collectively these will make a contribution to halving our emissions by 2030 and being a net zero carbon capital by 2050.

18. In 2019 a report was commissioned for Wellington City Council by the New Zealand Centre for Sustainable Cities titled *“Green Space in Wellington’s Central City: Current provision, and design for future wellbeing.”* (Blaschke et. al, 2019). The report analysed

the provision of public green space in central Wellington City in relation to current and projected future population levels. Key conclusions that came out of this were:

- "a relatively low and declining amount and accessibility of green space in the central city." The report identified that there is a deficit of green space both for the existing population, and the future population of the central city which is expected to grow from 18,000 to 36,000 over the next 30 years.
- Green space amount per capita in central Wellington City declines substantially - by half on average - when not increased in relation to the projected population growth by 2043.
- Increasing the total amount, accessibility and quality of green space in the central city will need to be achieved in order to accommodate future population growth and fulfil a vision of "central city green spaces that enhance community and ecosystem health".

19. The GNP supports a number of other national strategies, policies and plans. These include the National Policy Statement on Urban Development including creating well-functioning urban environments as we densify. As well Waka Kotahi's, Draft Aotearoa Urban Street Planning and Design Guide He Whenua, He Tangata, released in September 2021, is a national guide to support inclusive access and safe, vibrant communities through good urban street design.

20. The National Policy Statement on Urban Development requires well-functioning urban environments which as minimum "have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport."

21. The Waka Kotahi guide identifies a set of protocols that highlights the importance of improvements to the land transport system alongside well-functioning urban environments. One of these protocols is; "*He Whenua Ora – A Living Environment"*. The Guide embraces the Global Street Design Guide Principles (GSDG-NACTO) which includes: *"Streets as ecosystems: Integrate contextual green infrastructure measures to improve the biodiversity and quality of the urban ecosystem. All designs should be informed by natural habitats, climate, topography, water bodies, and other natural features."*

22. The draft District Plan Objective and Policy direction is to incorporate open space along side high density development in the central city. The City Outcomes Contribution policy, which amongst other things seeks an outcome 'Contribution to Public Space and Amenity', examples include:

    - 10% of the site area as accessible public open space
    - lane-way or through block connections
    - Inclusion of communal gardens, playgrounds, and roof gardens in developments

23. The Council's Our Natural Capital: Wellington's Biodiversity Strategy has as its main aim to protect and restore our indigenous biodiversity. In a study of Wellington's birdlife in 2021, the findings supported the fact that Wellington was one of the few cities globally in which there is a major increase in birdlife. In ten years Kākā has increased

by 250%, Kererū by 186% and Tūi by 121%. Greening will allow these native bird species to also become more prevalent in the central city and create cross city corridors for a variety of fauna. This strategy is under review.

24. Since October officers have:

- Developed the Green Network Plan Implementation Framework (the Framework)
- Begun engagement to set up a long-term partnership with mana whenua around greening of our central city, including improving the health of our streams.

- Engaged with the LGWM Iwi Partnership Working Group who are interested in ongoing discussions to give live to Mana Whenua values and aspirations (such as Hauora).
- Further developed with a diverse range of stakeholders the four targets to be aspirational but also deliverable, dependant on funding.
- Ensured that the GNP builds on the 2021 Gehl report recommendations
- Developing a stronger focus on greening streets
- Developing a stronger focus on Water Sensitive Urban Design (WSUD) to take action on climate change, support our storm water system and green the city while contributing to mitigating (including the financial implications) of more server weather events and our aging storm water infrastructure.
- Worked with LGWM project teams to embed greening outcomes into projects across the central city.
- Presented to the LGWM Programme Leadership Team (PLT) endorsed the principles (objectives) of the GNP and supported the development of the implementation framework.
- Begun working with cross council teams to ensure implementation and alignment with Council projects such as the Open Space and Recreation Strategy, Sustainable Food Action Plan and Pōneke Promise.
- Inputted into the new District Plan process around open space and greening outcomes in the central city.

25. Officers were asked to identify a te reo Māori name for the GNP. Mana whenua have however been keen to consider a wider te ao Māori perspective and more inclusive te reo content. This work will continue alongside the Open Space and Recreation Strategy, through the LGWM Iwi Partnerships Working Group and specifically in collaboration around planting guidelines to being developed for the Wellington Design Manual.

Kōrerorero | Discussion

26. The GNP makes the point that greening is important as “Urbanisation and climate change calls for new solutions to maintain and improve the quality of life in our cities. Public green space has a positive effect on biodiversity, climate, wellness and air quality (Green City)”.

27. The Green Network Plan (GNP) sets the vision: “Thinking and living green in Wellington’s central city, is the future for the planet and all of us”.

28. The draft GNP sets the direction for how we green Wellington’s central city in the next 30 years to address the current deficit and provide for growth. It identifies:

    - what is a green network plan,

- the benefits,
- the current state of greening in the central city,
- objectives to focus key areas of action,
- typologies and mechanisms for greening,
- the proposal around a continuum of diverse green spaces,
- a set of targets and
- an implementation framework for delivery.

29. The GNP identifies four objectives to deliver on the vision:

    - **Treasure** and protect what is important
    - **Celebrate** the value of green with partners to deliver green outcomes
    - **Grow** public green spaces and networks
    - **Manage** what we create and what we already have well

30. To help achieve the objectives, the four targets have been developed to focus delivery.

31. The Green Network Plan is updated to include the targets and some minor redactional changes. The full list of changes can be found in Attachment 2.

32. The targets focus on the quality, quantity and care of existing green elements, while promoting, increased use of WSUD, higher quality public open spaces and new parks.

33. These green elements will be delivered across the continuum of green spaces from parks, private development to greener streets and small parklets as well as inform existing projects such as LGWM, Paneke Pōneke (bike network plan), public space and tactical urbanism projects.

34. The Framework is the implementation part of the GNP and identifies high level actions which are central to achieving the targets and thereby the objectives of the GNP. These actions work at different levels, consist of different themes, and will require a partnership and cross Council approach to be achieved, including:

    - Strategic and policy initiatives to protect and embed green thinking into projects
    - On-the-ground project-related and operational activities to include greening as part of BAU approaches.
    - Relationship management to foster greening partnerships, collaboration and efficiencies within Council and with external stakeholders
    - Advocacy for greening and show casing the benefits which will help direct behaviour change
    - Clarity around ownership of implementing the GNP and resourcing to monitor, deliver, maintain and renew green assets.

35. The Framework will be a living document, which will be reviewed to input into the 3 yearly asset management plans and LTP process.

36. To implement the GNP the actions have been broken down into the following timeframes:

- 2022-2024 – Officers will continue to implement the GNP objectives through existing projects and within existing budgets where possible as well as develop the business case referred to above for the 2024/25 -34 LTP. Other work includes:
    - On-going engagement with mana whenua

- Exploring roof garden options on Te Mahapihi as part of council's accommodation project for levels 3 and 4.
- Development of greening specifications and guidance together with Mana whenua to be included in the Wellington Design Manual (WDM).
- Water Sensitive Urban Design (WSUD) outcomes.
- Ongoing advisory on council projects and advocacy for green outcomes in the city.

- 2024-2034 - This period equates to the first 10 years of the next LTP and funding will need to be allocated in this LTP if the targets are to be achieved.
- 2034-2054 GNP update and long-term delivery to support growth and future development.

37. The targets for the next 10 years are:

Targets	**10 year target**s	**Objects delivered on**
No net loss	No net loss	Treasure and manage
Double the number of trees	Double number of trees	Celebrate and grow
Improve the greening of existing open spaces	20 green space improvements	Grow and manage
Deliver new urban parks	2 new parks	Celebrate and grow

No net loss of existing green elements:

38. Given the highly urban environment in the central city, with constant change happening, this target recognises that our current green elements are treasured, but often are the first thing to be sacrificed for development and transport initiatives. Street trees are often removed adjacent to new developments and/or for transport efficiency projects. Trees and plants die and don't get replaced.

39. A 2021 central city street tree audit has identified 70 poorly performing and 28 dead street trees in the central city and are Council assets. There is currently no renewal budget for replacement.

40. There is a need to partner across Council teams, with other agencies such as LGWM, advisors, and developers on how to retain and include green elements in projects. As we densify and to address expectations of more severe weather events as a result of climate change delivery of WSUD will be a focus across the central city as it contributes to stormwater and flood management requirements of new development as well as creating green spaces for people.

41. Officers intend to begin to monitor and report on the ecosystem services provided by green elements in the central city.

Double the number of trees:

42. Trees sequester carbon emissions, mediate temperatures, provide amenity for people and in the streets as well as mange vehicle speed and driver behaviour.

43. Waka Kotahi's Aotearoa Urban Street Planning and Design Guide further develops the concept of the importance of street trees: "Street trees give structure and clear legibility to main streets and help to manage speeds and driver behaviour, with canopy cover and street greening providing many co-benefits for people, place and planet in ways that enhance air quality and microclimate and the mauri ora of urban centres".

44. Often the value of trees is underestimated. A recent example saw an application to remove a 45-year-old Pohutukawa street tree to provide space for a temporary building site. After discussion with the applicants the situation was remedied and the tree will be retained. The tree was independently valued from an amenity asset perspective at $30,000. It had been estimated that the tree had removed 2.6tonne of CO2 to date (obviously a tree continues to take more each year it stands) and a rainwater interception of 2m3 every year. This assessment demonstrated the removal was no longer considered “inexpensive” and “non-conseqential” and actually was detrimental to city.

45. Council owns over 2000 individual street and park trees in the central city (2017 Arborlab street tree survey). The proposed target is to protect the exsisting trees and plant 2000 new trees in the central city streets, parks and other open spaces to reach a target of 4000 individual trees in 10 years.

46. To assess the feasibility of planting 2000 trees, ITree Canopy software was used to do random point sampling on 1000 locations of public land in the central city, which identified over 200 sites for new green elements and trees.

47. As well, forty-one streets have been identified where new avenues or groups of trees can be planted. Detailed assessment is still to be carried out on the streets to ensure practicality and longevity of green infrastructure in the urban environment while minimising conflict. This work will be integrated into the greening specification and guidance action.

48. The City’s underground pipe and services network will influence where and how trees can be planted and we will be working where possible with exsisting projects to build back better and include trees when streets are reestablished.

Improve the greening of 20 existing open spaces:

49. The central city has a range of urban spaces that are of mixed quality and size. Some have high levels of maintaince such as Pukeahu National War Memorial Park and Katherine Mansfield Memorial Park and others have lower levels of maintaince such as Flagstaff Hill/Terrace Gardens. Some are highly designed – Cobblestone Park, others are less designed such as Mount Street. There is no systematic management or renewal schedule for these spaces.

50. A audit has been undertaken to assess these spaces. Forty-six spaces have been identified and evaluated (identified in the Framework) as to their quality:
    - 3 rated as “poor quality”
    - 12 rated as “below average quality”
    - 23 rated as “average quality”
    - 8 rated as “above average quality”
    - 0 rated as “high quality”.

51. Some of these spaces are already well-formed and may only need a minor enhanced maintaince programme to cater for expected higher uses. Others will need renewal and/or redesign. This programme of upgrades and/or enhanced maintenance will be further developed as part of the business case development to support the 2024/25 -34 /35 LTP. This is not currently budgeted in the LTP.

52. An initial high level scoping exercise to prioritise twenty urban spaces were identified based on proximity to other future work such as LGWM projects. Of these twenty spaces, twelve spaces would benefit with an upgrade. The remaining eight spaces would benefit from enhanced maintaince regimes.

Deliver two new urban parks:

53. A number of gaps have been identified in the central city as to where there is a lack of access to parks for the growing population. These gaps are based on 5 minute walking catchments (See map in GNP). These new parks are to support the future residential growth in the central city where the it is forecast that the central city population will double over the next 30 years from 18,000 residents currently to a projected 36,000 residents.

54. The proposal is to deliver two new urban parks over the next 10 years and five over 30 years. Three gaps have been identified:

- Te Aro – in particular, the area south of Courtenay Place to Vivian Street and between Taranaki Street and Hania Street.
- Thorndon Quay – around the Davis Street intersection.
- The southern end of The Terrace.

55. In 2019 officers identified three possible land acquisition sites. These were:

- Frederick Street (corner Taranaki and Frederick Streets)
- 153 Cuba Street (the site adjacent to Swan Lane)
- 88 Ghuznee Street (at the end of Garrett Street) which would allow for a pedestrian link from Garrett Street through to Victoria Street.

56. Council has reached an agreement with the current owner of the site on the corner of Fredrick and Taranaki Streets. $7.5million has been identified in the LTP for the purchase, design and development of the Frederik Street site. Design of this park will commence once a purchase agreement is signed.

57. As well, $150k has been allocated bi-annually for central city grenning starting in 2022/23. All other projects are currnetly proposed to be funded out of existing budgets.

58. A business case with options to deliver on the GNP will be developed in 2023 as a cross Council collaboration to inform the 2024/25-34 LTP.

59. The Business case will evaluate the existing greening budgets across council teams and will present options and a preferred option for resourcing and funding to enable the GNP targets to be met.

60. It is not expected that current funding and resourcing levels will be sufficient to meet the targets or achieve the objectives.

61. It is proposed to work with mana whenua to ensure that their values and aspirations are incorporated into the development of the business case and options.

62. It is proposed to work with LGWM to look at opportunities to align programmes for upgrades of existing and new spaces to ensure that delivery is cohesive and coordinated across both Council and LGWM projects to be more time and cost efficient and reduce disruption to the public.

63. To inform the business case an Investment Logic Map (ILM) will be developed. A draft ILM has been prepared to test if the targets address the problems and deliver benefits. The problems identified include:

    - Provision of attractive, accessible and diverse green space does not meet current or future population requirements
    - There is a significant lack of tree canopy cover, street trees and tree protection
    - The central city has a fragmented green space network and limited areas of ecological focus
    - Climate change, natural disasters and plant disease bring a vulnerability to the city

64. And the benefits with their respective key performance indicators have been identified as:

- Increased quality and quantity of green space
  - Improve the quality, diversity & accessibility of green spaces
  - Plan for new green spaces to meet population growth
  - Secure whole of life maintenance funding
  - Increase green space within our street network
- Increased tree canopy cover
  - Double the amount of trees
  - No net loss of tree canopy cover
  - Investigate additional tree protection measures
- Improve the health and connectivity of the city's ecological network
  - Improve habitat for biodiversity and plant species diversity
  - Connected ecological corridorsIncreased resilience to climate change & natural disasters
  - Increase permeability of the streetscape
  - Improve water quality and retention through WSUD
  - Reduce pressure on stormwater infrastructure

65. Partnering is a key part of the delivery of the GNP in particular officers will continue to work with whenua as a key partner to deliver on their aspirations and build on the engagement to date through the spatial and district plans, design guides, LGWM and project specific collaboration.

66. Implementation of the GNP will be undertaken by a range of internal and external partners; in part through the LGWM programme of works, Council's Build Back Better Programme, Bike Network Implementation and the Public Space programme. etc. Other central city projects – such as Pōneke Promise, waterfront development and Te Ngākau will also be supporting greening initiatives.

67. Finally ongoing advocacy is important to sustain the initiatives that will lead to a greener Wellington Central City.

Kōwhiringa | Options

68. Agree to all or some of the recommendations.

69. Request further work be done on the GNP and the Framework. This could delay work on next steps.

70. Not approve the final GNP

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

71. The GNP was identified as an action out of the Spatial Plan to "develop a Green Network Plan for the Central City and investigate opportunities to expand the green network beyond the central city to establish forests to sequester carbon." It will support, influence, and help implement strategies and policies including the key drivers behind Planning for Growth, The Spatial Plan, Te Atakura, Our Capital Spaces (Open Space and Recreation Strategy), Our Natural Capital (Biodiversity Strategy) and Let's Get Wellington Moving. The GNP will do so by supporting the transition towards a higher-density, compact, liveable central city by ensuring residents will enjoy the benefits of nature close by. Wellington's biodiversity will be protected, and resilience enhanced within a healthy green network.

Engagement and Consultation

72. Part 6 of the Local Government Act 2002 applies to the decision to adopt the green-network plan. This essentially requires that local government decisions have identified the objective, considered reasonably practicable options, and considered effected persons views.

73. The plan arose out of the Council's engagement on the Spatial Plan, where the resounding community view was that the city should be greener. The plan provides the strategy for achieving this and will identify targets to assist in monitoring its implementation. The strategy is intended to be a relevant consideration for subsequent decisions on the shape of the city, such as transport investment and urban development decisions by the Council or planning decisions under the RMA. Aspects of the plan are unfunded, and this will require Council decisions to allocate funding through those processes.

74. In considering the extent of compliance with Part 6 of the LGA 2002 required for adopting the Green Network Plan it is important to identify the effect of the decision, which is simply the creation of a relevant consideration to assist in achieving the community's objective of greening the city. The plan on its own does not alter rights, or obligations and will simply inform subsequent processes. These processes will ensure that people effected by the implementation of the objective to green the city will be able to provide meaningful input into the specific decision.

    Therefore, there is no need to further engage on the plan because it is simply a plan for implementing community views. Downstream processes will ensure that meaningful community engagement occurs at the time the strategy is being implemented in individual projects and around guideline development.

Implications for Māori

75. Discussions with mana whenua are ongoing with the support of the Mataaho Aronui team. Officers propose that the GNP together with the Open Space and Rec Strategy, City's Biodiversity and Community Facilities Network Plan are discussed with Taranaki Whānui Wananga. A Ngāti Toa Wananga is also proposed.

76. Given the strong links to the LGWM programme, the GNP has been presented to the LGWM Iwi Partnerships Working Group who were interested in ongoing discussion around how the GNP can reflect the LGWM mana whenua values. It is intended that these discussions will be ongoing.

77. It is proposed to discuss with mana whenua how the GNP can better reflect a te ao Māori perspective. Other areas that might be discussed are the incorporation of te reo through the GNP, how to better reflect the existing streams, water quality, the naming of parks, plant species, use of Rongoa, and how to handle green waste.

78. Officers are about to begin development of planting guidelines for the central city and this is proposed to be developed in partnership with mana whenua.

Financial implications

79. The final GNP has no finical implications.

80. The GNPIF outlines key initiatives and their financial implications will be analysed in the proposed business case.

Legal considerations

81. N/A

Risks and mitigations

82. The development of the business case will provide the detail, and therefore identify risk and mitigation.

Disability and accessibility impact

83. Planning for a growing central city is also good opportunity to take note and address our accessibility issues. All individuals should be able to share in all facets of the central city – including the enjoyment of our green spaces.

84. "Wellington is a city where many people want to live. We want to welcome everyone and ensure the city's attractions are available to everyone. With steep hills and narrow streets, it's not the easiest place to get around, and it is even more challenging for those with mobility issues, whether due to disability, age or having young children in prams and pushchairs." (Accessible Wellington Action Plan 2019)

85. Including frequent opportunities to experience green (be it park spaces, town belt, harbour, or a high-quality streetscape) is critical to the success of a genuinely inclusive city. Implementation of the green network plan will be one of the many ways of supporting council's goal of an inclusive + connected central city.

Climate Change impact and considerations

86. The Green Network Plan contributes positively to Wellington's zero carbon goal, one of the main objectives in the plan is to increase the tree canopy coverage of the central city. Trees absorb C02. While trees, rain gardens and wetlands absorb/filter rainfall and slow stormwater flow. Trees and other vegetation moderate summer temperatures.

87. We have engaged with the Climate Change Response team on a number of occasions and the draft has been sent to their team for review and feedback. The Green Network Plan has been confirmed by the Climate Change Response team to fit within the overall climate action communications direction and principles.

Communications Plan

88. A media release will be prepared.

Health and Safety Impact considered

89. N/A

Ngā mahinga e whai ake nei | Next actions

90. The following work is proposed:

91. Working on greening specifications and guidelines to support future Council projects and LGWM projects

92. Ongoing discussion with with mana whenua to better reflect a te ao Māori perspective

93. Ongoing advisory and advocacy for inclusion of greening in current projects.

94. Ongoing advocating the GNP objectives, targets and actions to further inform development of the business case, to be started early 2023.

95. Set up a web link to improve public accessibility of the GNP and supporting information.

Attachments

Attachment 1. Green Network Plan and Implementation Framework
Attachment 2. Overview of changes to the GNP

Our City Tomorrow
Planning for Growth

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Wellington Central City

Green Network Plan

Ko te hiahia kia piripono kia Papatūānuku

We want nature to be a part of our lives.

Parks Week Pop Up Forest in Bond Street

Contents

Impression of a greener central city by Studio Pacific Architecture

The Green Network Plan sets the direction and targets for how we green Wellington's central city in the next 30 years to take action on the current deficit, provide for growth and to address the climate and ecological emergency declared in 2019.

The central city is dominated by buildings, large areas of asphalt and paving. Streets are vehicle dominated, with large areas of both on and off street car parking. The original vegetation has gone, the streams only exist in pipes. This has resulted in a deficit of green space in the central city for current users and residents. There is a need to further green the central city.

As Wellington changes and grows, with greater numbers of people visiting and living in the central city, there is a need to further treasure, celebrate, grow and manage the city's green and blue network.

A diversity of green spaces, trees and plants is critical to people's wellbeing, sustaining a healthy environment and mitigating climate change.

Green and blue elements should be part of all development as our city grows and changes whether it is new infrastructure, transport and/or a building project. There is need to ensure the city continues to build on its liveability and 'eco-credentials'.

A network of green spaces, trees and planting in the central city will contribute to Wellington's aspirations for social, economic, cultural and environmental wellbeing and have benefits at different scales.

Global:

Climate change mitigation and adaptation.

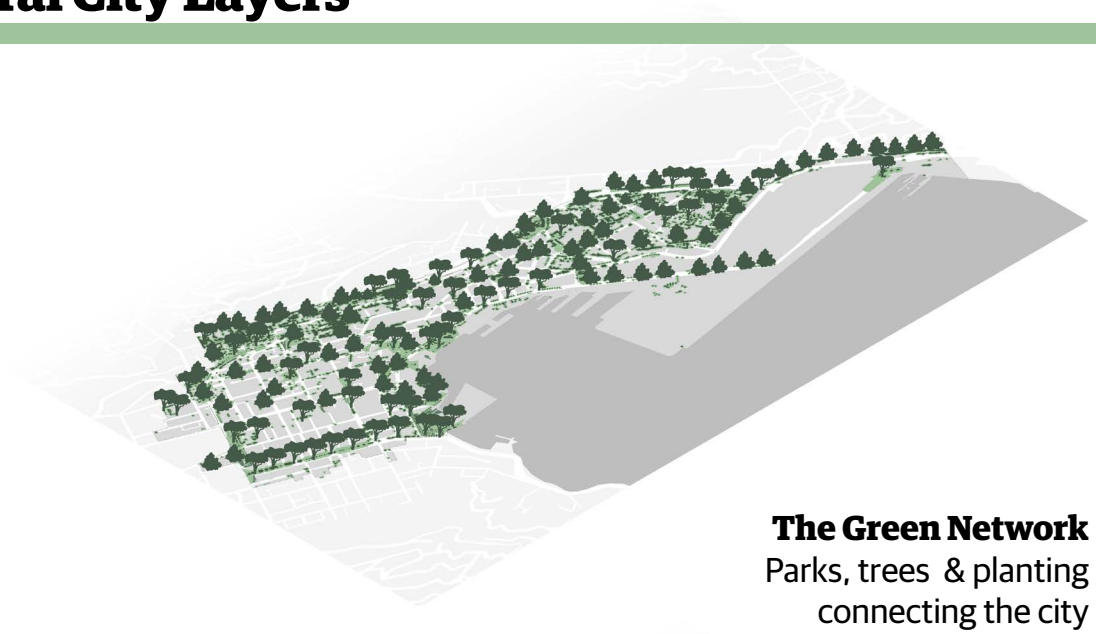
City:

A beautiful and connected central city.

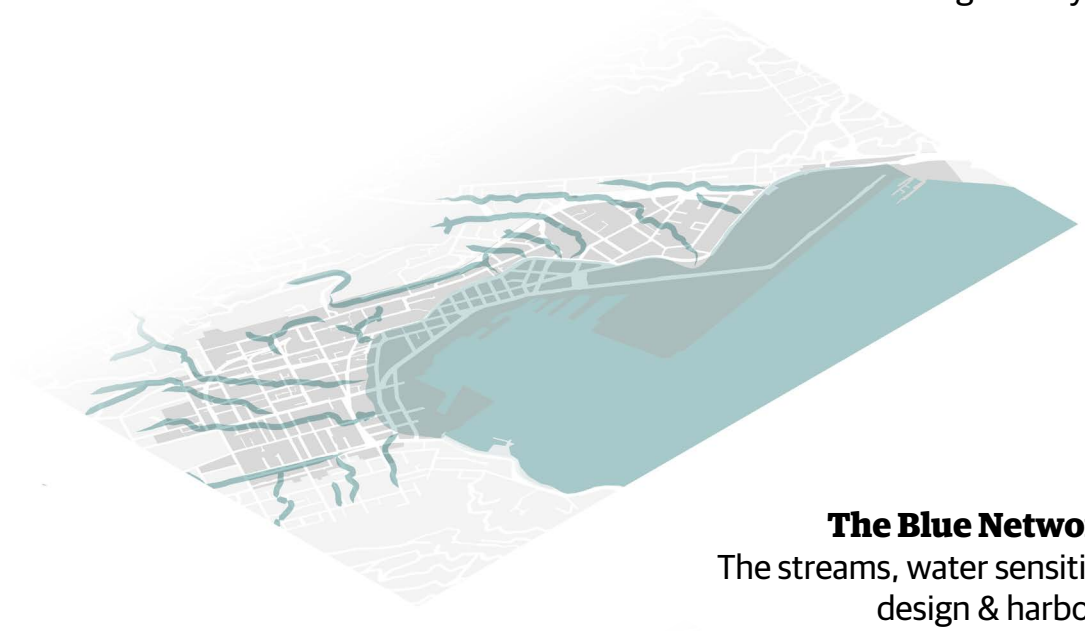
People:

Individual health and wellbeing.

Central City Layers



The Green Network
Parks, trees & planting
connecting the city



The Blue Network
The streams, water sensitive
design & harbour

The Built Environment
The buildings, structures,
streets & hard surfaces

The green network is the plants – the trees, shrubs, gardens and grass that 'green' and connect the city. These green elements can occur in all sorts of places, in both public and private ownership. These places include streets, parks, plazas, laneways, carparks, community gardens, roofs and even walls of buildings.

What is the Blue Network?

Wellington's blue network is the system that captures and coveys rainfall from the headwaters to the coast. The blue network consists of natural and modified streams, surface flows, water sensitive design elements and ground. It is symbiotic with the green network as plants need water to survive and thrive and the water system needs plants to intercept and transpire water to support the hydrologic cycle.

At a city scale, the management of stormwater and the quality of water discharging to the environment is critical. In the case of Wellington almost all of our urban streams are constrained within the piped stormwater system creating ecological, social and cultural disconnect. Impermeable surfaces (roofs, roads and pavement) prevent rain from soaking into the ground and significantly change the volume and flowrate of stormwater which carries pollutants into our fresh and coastal waters. Water sensitive urban design (WSUD) provides a philosophy to better manage water within our built environment in a manner which is seamlessly aligned with the green network across our city.

What is the Green Network Plan?

This Plan proposes a well-developed continuum of green spaces to deliver the many ecological, social, economic, cultural and public health benefits to the central city as it grows, enhancing its liveability for residents, workers and visitors. To optimise the benefits, the green network needs to be:

- well distributed and highly inter-connected across the central city (spatial)
- of adequate area (quantitative)
- of suitable quality (qualitative) in public and private ownership.
- Integrate with the water system to support wider ecological and cultural outcomes.
- planting considered to ensure that the right plant is in the right place as well as where possible reintroduce native species

This Plan builds on the current status of 'green' and 'blue' elements in the central city and proposes that investment and change is required to meet future demand and align with community aspirations. The distribution, quantity and quality of what exists, what is needed and where the opportunities are for improvement are all considered.

Delivering the green network will require:

- increased and ongoing investment to treasure, celebrate, grow and manage the city's plant life
- adequate protection and provision of public open space where significant parts of the green network should be located
- incentives and collaborating with other landowners to allow the green and blue networks to spread and flourish right across the city.
- Linkages with relic piped streams and historical ecological templates
- Integration with catchment scale stormwater strategies to support improved water quality, flood resilience and community education.

This document is non-statutory. It is intended to be used to direct green network investment and prioritisation.

Vision

"Thinking and living green in Wellington Central City, is the future for the planet and all us."

Why

"Urbanisation and climate change call for new solutions to maintain and improve the quality of life in our cities. Public green space has a positive effect on biodiversity, climate, wellness and air quality (Green Cities)."

Objectives

TREASURE and protect what is important

CELEBRATE the value of green with partners

GROW the number trees and green spaces

MANAGE what we create and what we already have well

Measurable actions / programmes of work to deliver on targets & achieve the vision / objectives.

10 year Targets

No net loss

Double the number of trees (to 4000 trees)

Improve the greening of 20 existing urban spaces

Deliver 2 new urban parks

10 year Targets

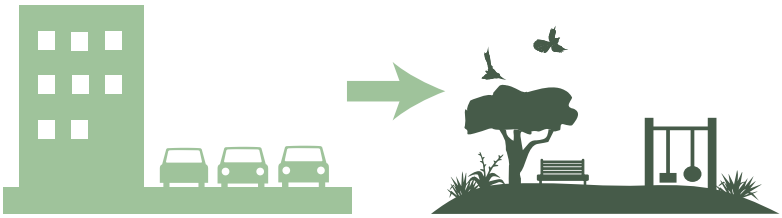
The Green Network Plan – Implementation Framework sets out how the objective will be achieved and measured through the delivery of the targets set out below.
These address both the existing green spaces and parks as well as directing new green spaces to provide for the projected residential population growth in the Central City.

Our targets are:

No net loss

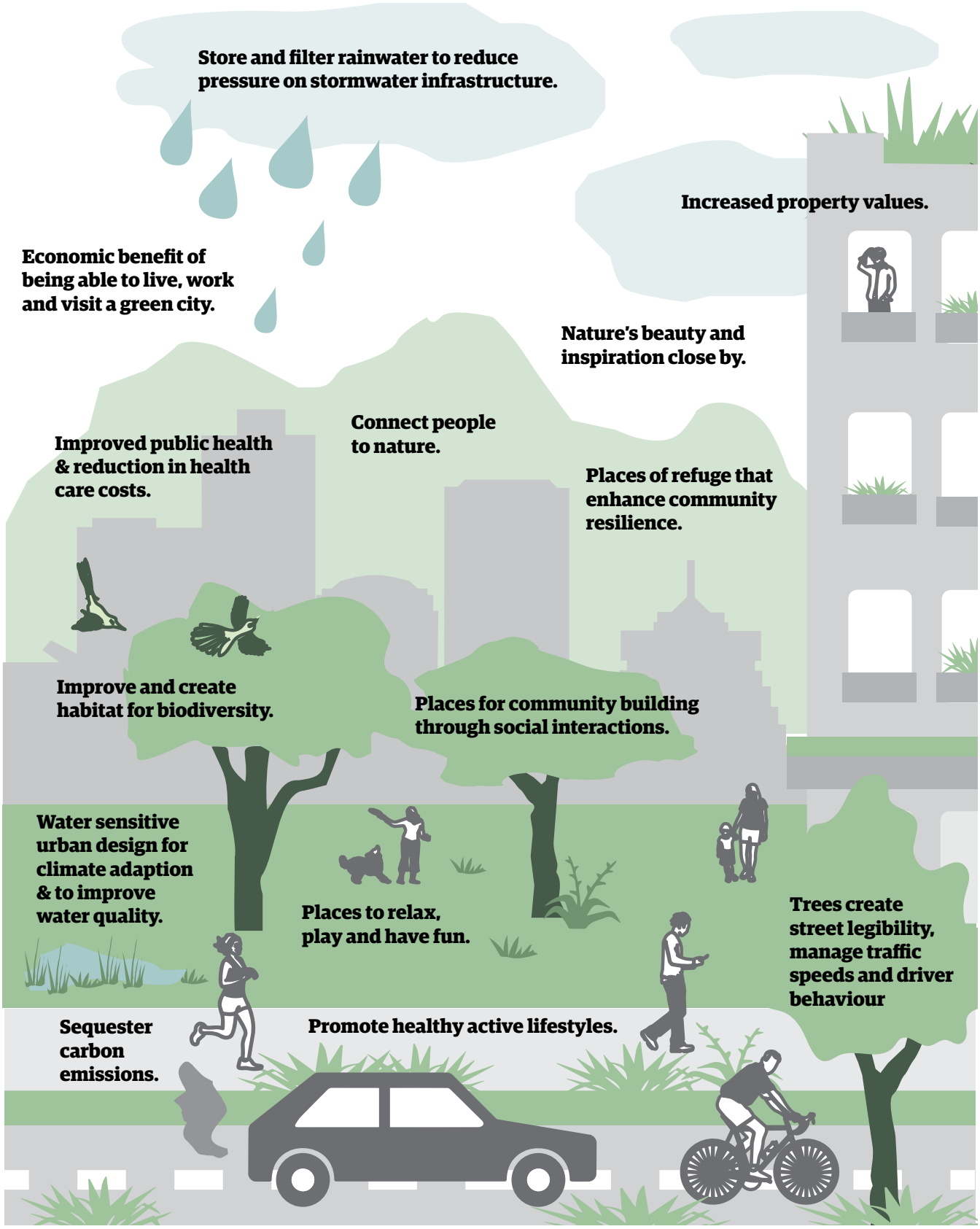
Double the number of trees (to 4000 trees)

Improve the greening of 20 existing urban spaces



Deliver 2 new urban parks

The Benefits



"Urban green space is a necessary component for delivering healthy, sustainable and liveable cities (The World Health Organisation 2017)."

Benefits of a green network

It is recognised that daily contact with nature is fundamental to good urban living. There is an ethical responsibility to conserve nature in the city as part of the shared global habitat for all life. Nature can be woven through cities in many ways – from wild biodiversity in large open spaces to gardens and individual trees in largely built areas, such as the central city. Research shows that plentiful green elements in urban environments bring many benefits to a good quality of life for residents and a healthy environment. Wellington is one of the founding cities in the Biophilic Cities Network.

Nature's services

Nature provides 'ecosystem services' that are fundamental to health, wellbeing and survival. Ecosystem services include the provision of air, water, fertile soils, nutrient recycling and energy all to support plants. Ecosystem services can also support mitigation and adaptation to climate change. Trees, for instance, help offset emissions by storing carbon, intercept rainfall, assimilate air and water pollutants and reduce the summer 'heat sink' effect by shading heat-absorbing built surfaces.

Green and blue elements within the built environment need to be interwoven to ensure a wide range of benefits of are realised.

People's health and wellbeing

Many of the mental and physical health and wellbeing benefits we derive from urban open spaces are provided by nature, either directly or indirectly.

People tend to be more active in green spaces and streets and this is linked to improved physical health, such as reduced diabetes, cardiovascular disease, and mortality.

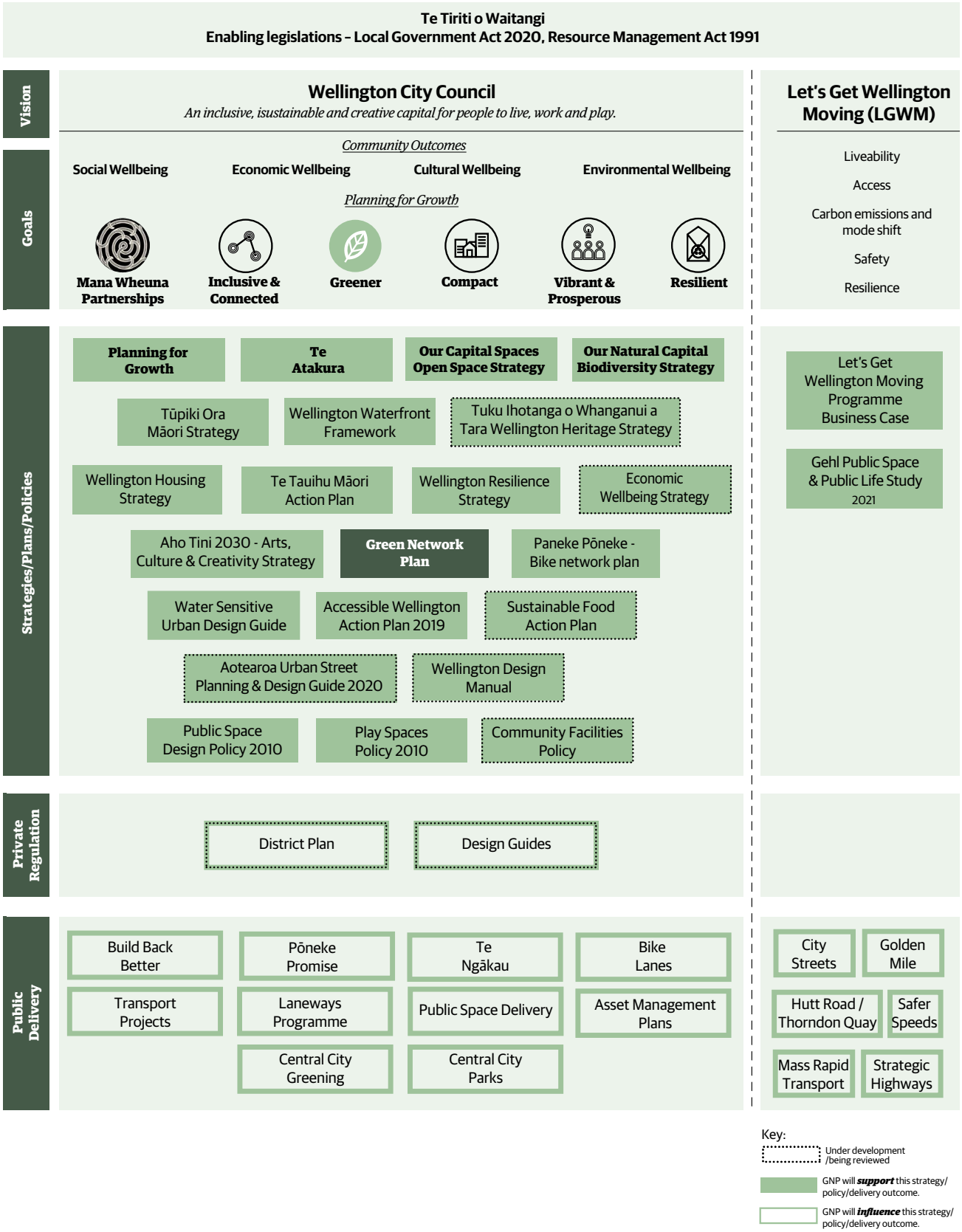
Experience of nature in open spaces also correlates with improved mental health and creative thinking, and reduced anxiety and stress. Time in a green place provides an opportunity to have a break from intense periods of focused attention in indoor environments and recharge. Nature is often a source of new ideas.

The social interactions that occur in public green spaces can also help people connect socially, with improved sense of belonging and well-being. Collectively, these individual benefits bring wider public health and social benefits, such as reducing costs on our health systems and helping bring communities together.

Well-designed urban green spaces and streets supported by water elements and trees can also mitigate the urban heat island effects (increased extreme temperatures) through shading and evaporative cooling with benefits for human health, particularly in vulnerable communities such as the elderly.

The Context

This Plan is part of a suite of Council strategies and polices which are inter-related.



The hierarchy of overarching city goals and major strategies, policies and bylaws that the Green Network Plan will support or influence.

The following strategies, plans and studies all direct the development of the Plan:

Our City Tomorrow: Spatial Plan for Wellington City 2021

"Action 3.33 - Develop a Green Network Plan for the Central City and investigate opportunities to expand the green network beyond the central city to establish forests to sequester carbon"

Te Atakura - First to Zero

Move 1: Support the transition towards higher-density development by ensuring residents will still derive the benefits of being close to nature within a compact city.

Move 7: Protect and enhance the domain of Tāne by integrating an increased green network across the central city, with its biodiversity and ecosystem services (including carbon sequestration and investing in green infrastructure to help.

Our Capital Spaces, open space and recreation strategy for Wellington

The four outcomes of the strategy are: (i) getting everyone active and healthy; (ii) protecting our birds, nature, streams and landscapes; (iii) contributing to Wellington's outstanding quality of life; and (iv) doing it together. Strategy currently being updated.

Our Natural Capital 2015

Wellington's indigenous biodiversity strategy and action plan aims to protect and restore indigenous biodiversity, connect people to nature and foster their sense of kaitiakitanga – weaving nature through the city.

Contribute to Objective 3.1.1 to ensure all Wellingtonians encounter nature on a daily basis; specifically through actions (a), (c) and (g) to increase native planting, increase the number of large trees and install green roofs and walls in the central city. Strategy currently being updated.

Central City Framework 2010

"Make our streets green – Wellington's streets will become greener and more attractive through a combination of planting, new and upgraded inner-city parks and initiatives such as 'stream streets' and wetlands in our city open spaces." "The development of a legible green network of spaces and links. This will include vegetation and systems both within public spaces such as streets and parks and also look at how private development can play a role."

The Wellington Waterfront Framework 2001

The Framework directs the management of the Waterfront. It proposes two large green parks – Waitangi Park and Frank Kitts Park. Key principles include: "Ecological values of the waterfront will be maintained, bearing in mind that this is a highly modified environment. There will be a variety of open spaces – some green, some sheltered and some paved."

Wellington 2021 Public Space Public Life Study – Gehl Architects

The first of 4 key moves promotes "green and blue -working with the unique natural assets and amenities -can make Wellington an even greener, resilient and more sustainable city."

Green Space in Wellington's Central City – Blaschke et al 2019

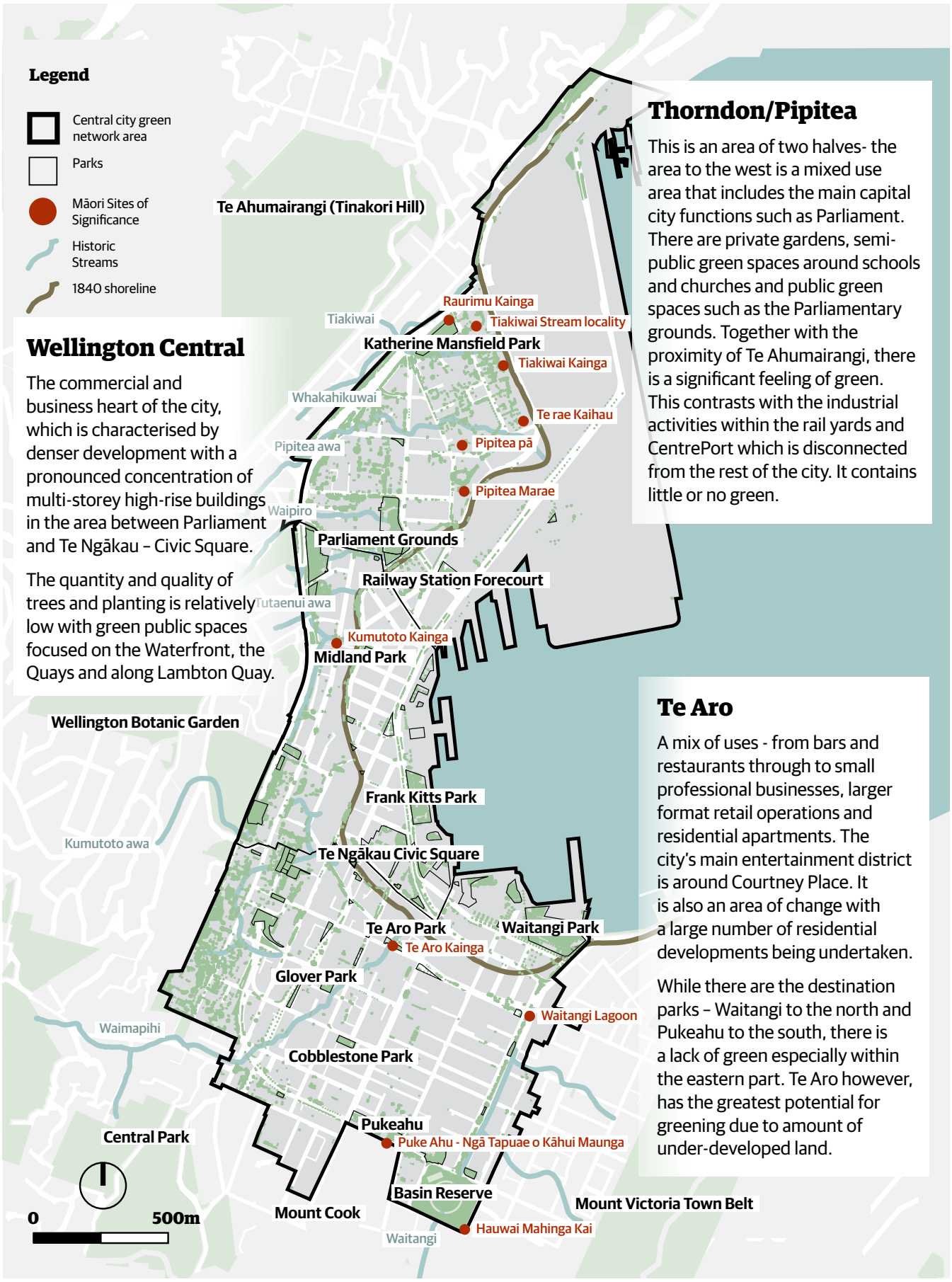
The report was commissioned to inform the development of the GNP. It analysed the provision of public green space in central Wellington City in relation to current and projected future population levels. A key conclusion that came out of this was:

"Green space amount per capita in central Wellington City declines substantially - by half on average - when projected population growth to 2043 …. is considered."

Aotearoa Urban Street Planning & Design Guide 2020

Waka Kotahi developed the draft Aotearoa Urban Street Planning and Design Guide to provide a national framework and high-level principles for multi-modal street design in an urban context. It builds on the success of overseas street design guides, such as the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, which looks holistically at street design and provides clear direction towards a more human-centred approach to streets, to deliver an integrated transport system for different user groups.

The Current Status of Greening



Wellington Central

The commercial and business heart of the city, which is characterised by denser development with a pronounced concentration of multi-storey high-rise buildings in the area between Parliament and Te Ngākau – Civic Square.

The quantity and quality of trees and planting is relatively low with green public spaces focused on the Waterfront, the Quays and along Lambton Quay.

Thorndon/Pipitea

This is an area of two halves- the area to the west is a mixed use area that includes the main capital city functions such as Parliament. There are private gardens, semi-public green spaces around schools and churches and public green spaces such as the Parliamentary grounds. Together with the proximity of Te Ahumairangi, there is a significant feeling of green. This contrasts with the industrial activities within the rail yards and CentrePort which is disconnected from the rest of the city. It contains little or no green.

Te Aro

A mix of uses - from bars and restaurants through to small professional businesses, larger format retail operations and residential apartments. The city's main entertainment district is around Courtney Place. It is also an area of change with a large number of residential developments being undertaken.

While there are the destination parks – Waitangi to the north and Pukeahu to the south, there is a lack of green especially within the eastern part. Te Aro however, has the greatest potential for greening due to amount of under-developed land.

Opportunities

Wellington's central city setting is by world standards – beautiful. The beauty and character is derived from its landscape setting. The central city is part of a layered amphitheatre; the containment of steep bush clad hills, giving way to residential suburbs, the central city and the waterfront. These all face out to Te Whanganui-a-Tara, the harbour.

The indigenous vegetation, remaining open streams and 'lost' piped streams add to the story. The history of places, the pā sites of tangata whenua and their food gathering areas are part of this whenua.

Bird life is thriving: "Wellington is one of the few cities which is seeing nature return worldwide. We are bucking the trend globally, as across the world biodiversity is generally declining (The Birds are Back in Town 2019)."

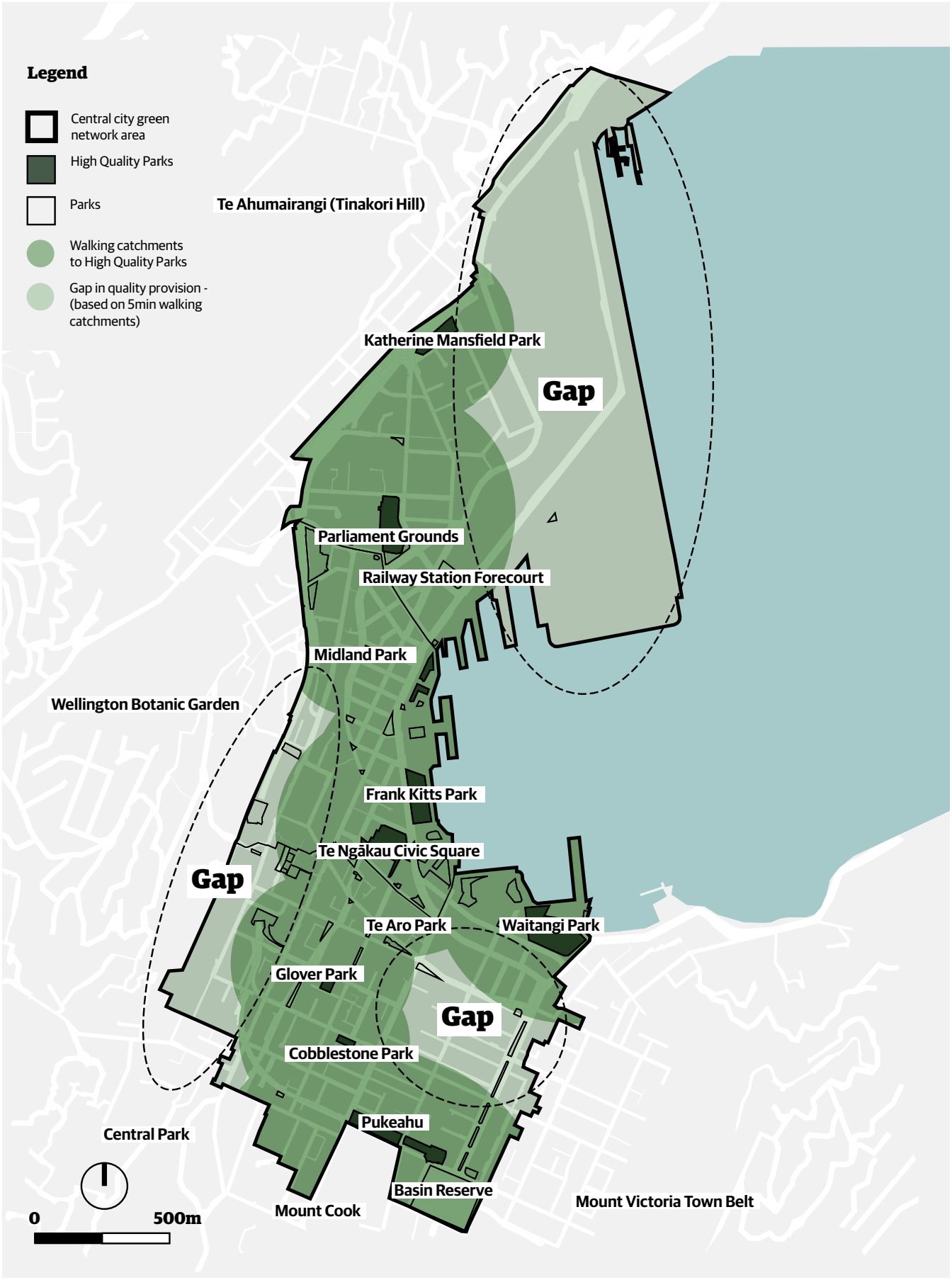
The adjacent Town Belt, the subdivision of sections, the reclamations and dense urban form, tells the story of European settlement. The current parks and planting – both exotic and native – are an important starting point towards regreening the central city. The streets and laneways are the connectors that provide the 'green network' with a choice of movement, place quality and ecological outcomes, As the capital city, Wellington incorporates national institutions and associated significant public spaces such as those associated with Parliament, Te Papa and Pukeahu. These are stories of this place, and its people. They can be used to enhance the identity.

At a wider city scale Wellington does have substantial and a varied amount of green space.

The natural landscape is something valued. "We are a 'Natural Capital' due to our natural environment and our nature-driven attractions. It is part of what makes us the 'coolest little capital in the world.' It is an important part of what makes people want to live and work here and helps to attract visitors (Our Natural Capital 2015)."

Images (top left to bottom right): View from Mount Victoria; Watangi Park; Pukeahu.

The Current Status of Greening: Public Parks Distribution



Challenges

The total central city is 444.5ha. Just over 9% or 41.25ha can be considered as green spaces. These green spaces are made up of:

- 43% public parks
- 24% road reserves
- 33% privately owned

The central city is car focused, with approximately 11% of the central city dedicated to car parking lot (note this does not include on-street parking or roads/streets).

The central city has a deficit of green space for the current residents, workers and visitors. This will be further exacerbated by the population growth which is projected to double from 18,000 to 36,000 over 30 years.

Central city living means more public green spaces are needed for people to use in a wide variety of ways – in addition to the 'wilder' hilltop parks of the nearby Wellington Town Belt. People thrive in cities where greening (in all it's forms) is part of the urban fabric. Space needs to be deliberately allocated for this purpose.

Climate change and natural disasters bring a vulnerability; storms, flooding, urban heat, earthquake induced liquefaction, tsunami and plant disease all need to be considered.

The central city has a fragmented green space network with minimal cohesion and limited areas of ecological focus. There are significant gaps within the open space catchment, especially through Pipitea and Te Aro. There is also a significant lack of planting in the streets and laneways which hinders greater connectivity between green parks, the Town Belt, Wellington Botanic Garden ki Paekākā and the Waterfront. None of our once vibrant natural steams remain on the surface with all now constrained in pipes beneath roads and buildings. Tidal estuaries and coastal margins have been lost through land reclamation on the waterfront.

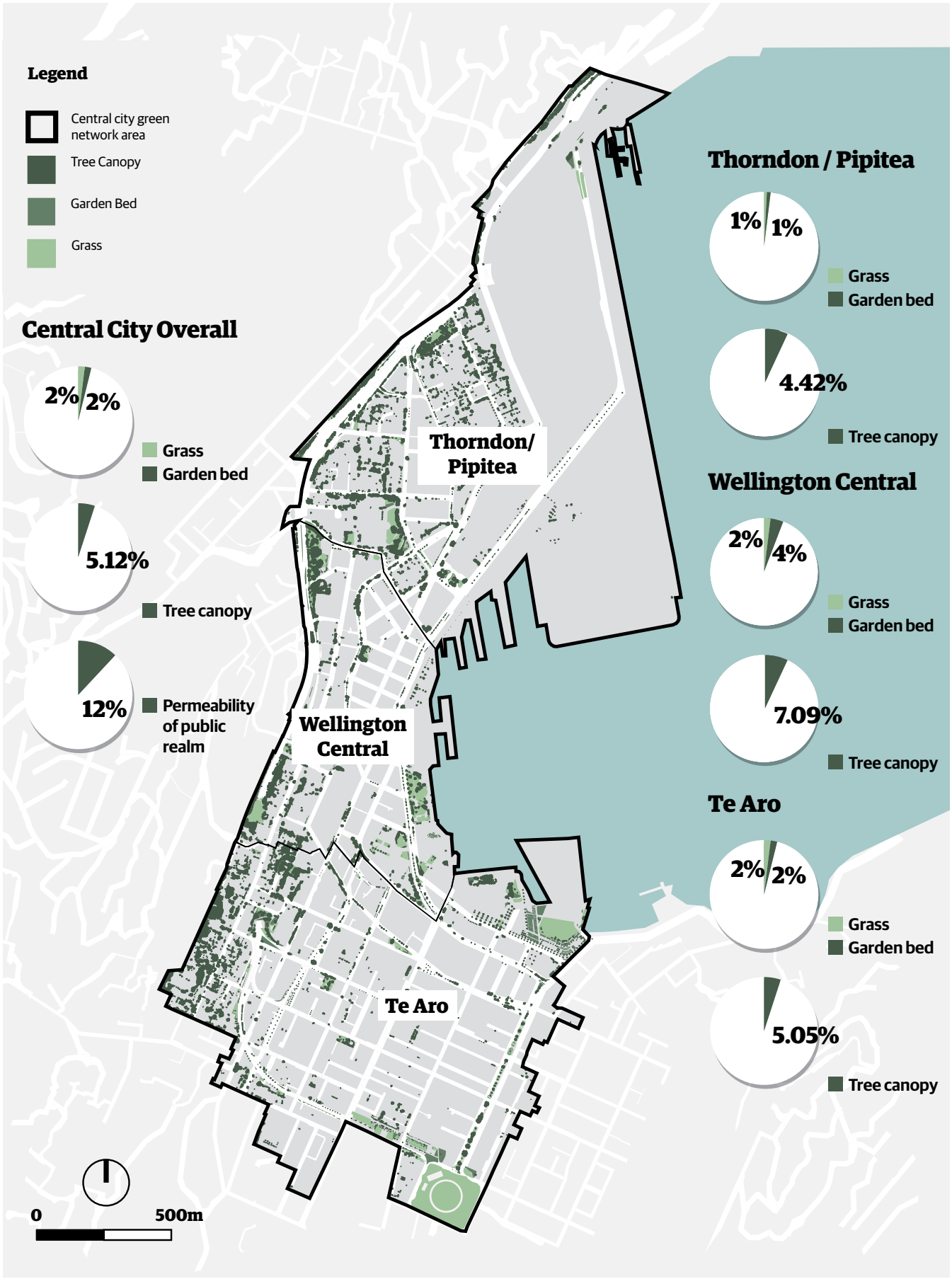
Current green spaces are of mixed quality and need to support a more diverse range of uses and ecological needs. Currently there is minimal tree protection for central city trees.

There are few incentives or requirements for private development contributions to the city's green network and limited rules to require water sensitive design and improved urban water outcomes.

Due to the topography and the prominence of the Town Belt, there can be a skewed perception of how green the central city is.

Images (top left to bottom right): Wellington Motorway, Wellington Central City Apartment Dwellers; Wellington Central City Population.

The Current Status of Greening: Green Cover



Green Cover

Grass Cover

Half the public green space is grassed/ lawn. This creates a relatively mono-culture environment that limits habitat opportunities and overall biodiversity. However, it does provide for a range of multiple uses.

Permeable Surfaces

The large area of hard paving and buildings in the central city causes flooding in extreme events when the stormwater system which includes our streets cannot cope. Surface runoff can be reduced if more surfaces can absorb water – permeable surfaces. Permeable surfaces are the grass, gardens and permeable paving. Given that 88% of public space is impervious, there are minimal benefits from ecosystem services.

Tree Canopy

Tree canopy cover is a well utilised global measure, that can be assessed over time. It is the proportion of a fixed area of the ground covered by tree crowns. The canopy cover will be determined by the tree species, as each species has different crown sizes, shapes, and heights. Trees support water retention, fauna habitat and provide amenity for people.

In terms of tree canopy, Wellington's central city does not measure well against other cities:

City	City Wide	Central City
Wellington	30.6%	5.12%
Auckland	18%	19%
Christchurch	15.6%	17.05%
Sydney	18%	14.5%
Melbourne	16.2%	11%
London	21.9%	18%

Images top left to bottom right: Cordyline australis (NZ Cabbage Tree) planted in Civic Square; Hebe speciosa a flowering native shrub species; Lawn found at Civic Square.

The Plan: Objectives

TREASURE
and protect what is important

There is a need to:

Build on the essence of Te Whanganui-a-Tara by understanding the original topography and vegetation cover, the stories of settlement and their respective plantings as part of those settlements. Clearly communicate the location and names of historical streams which still flow beneath our city in pipes.

Engage with mana whenua to identify, protect and explore opportunities around green/blue sites of cultural significance and restore appropriate flora and fauna to the central city.

Protect existing trees and public green spaces in the central city ensuring no net loss and grow over time.

Support the blue network through implementation of WSUD, creating community awareness and creating a strategic long term vision for daylighting where appropriate. New development and major projects should be seen as opportunities to work towards improved urban water outcomes.

Use a diversity of plant species to allow for different character in different neighbourhoods and enable plants to be selected to suit varying needs and site conditions. There is a need to consider the 'right tree for the right location'.

Identify the existing spaces and parks to become either a parklet, urban park or a destination park.

CELEBRATE
the value of green with partners

There is a need to:

Think and live 'green', as it is intrinsic to our global natural habitat and survival. There is a need to change behaviour. A example of this is Wellington was one of the founding cities in the Biophillic Cities Network.

Work in partnership with the people and agencies who live, work, own and manage property in the central city. These include Central Government, LGWM, schools/universities and property owners and developers.

Establish a Green Network champion network both internal and external to Council to advocate green/blue thinking.

Educate and support teaching programmes, for example how to set up gardens – grow plants/food and communal composting.

Work in partnership with mana whenua to include interpretation opportunities in green spaces.

Rongoa Māori; heritage significance and / or explaining infrastructure systems – e.g. Waitangi Park WSUD and the value of parks, trees and plants.

Connect communities with the natural stream catchments in which they live/work and educate them on the historical cultural and ecological values and the importance of our unique freshwater taonga. Ensure streams (including piped ones) are named on asset management plans and reflected in consenting and development planning.

GROW

the number of trees and green spaces

There is a need to:

To deliver a continuum of diverse green spaces.

Build on opportunities. Assess new green space opportunities of a variety of sizes to support a mix of active and passive uses.

Invest in further greening in Council owned assets, to maximise value for the environment, the city and people.

Change streets from just movement corridors to places – 'living streets' for people to enjoy.

Always look to the opportunity for planting trees in the streets and integrating water sensitive design elements as part of integrated stormwater system.

Prioritise locating new green parks in neighbourhoods where there are gaps and/or future growth is anticipated.

Improve accessibility for all to be able to experience green.

Grow the opportunity of green walls and roofs, develop options for community gardens and compost hubs.

Explore green finger opportunities from hills and harbour into the central city.

Integrate avenues of trees into existing work programmes such as LGWM projects.

Integrate WSUD initiatives into a wider network and work towards long term visions to daylight streams currently in parks. Co-design the green and blue networks to mimic natural hydrology and to support water quality improvements for fresh and coastal waters.

MANAGE

what we create and what we already have well

There is a need to:

Actively manage and maintain the trees and green spaces to retain their high quality.

Provide for the best growing conditions. This starts with a robust design process, construction/planting and ongoing care.

Set up appropriate asset management plans and ensure appropriate funding through LTP processes.

Manage our existing piped streams as relic connections between the coast and headwaters and for the potential to one day daylight.

The Plan: Continuum of diverse green spaces (parks)

In 30 years, the population will double with more people in higher density living. This density needs to be done well which includes accessing and being able to view greenery.

This plan directs a continuum of public and private green and open spaces to provide for a diversity of uses. Public parks are important as they are accessible to all and can be of sufficient area to provide multiple community and environmental benefits and provide a green character in a neighbourhood. The open spaces where green and blue elements can flourish, are not just confined to public parks. The street network and private land also hold potential for more green elements.

The quality and diversity of greening is critical to allow people to enjoy green spaces that are safe and attractive while providing for good access and amenities. Enabling the right balance of green and open spaces is vital to support a variety of housing typologies and neighbourhoods to cater for a broad range of people throughout all stages of their lives.

Mini Park

Small urban spaces. Location is opportunistic -temporary or permanent. Relates to immediate surroundings and uses. Likely to be repurposed road reserve.

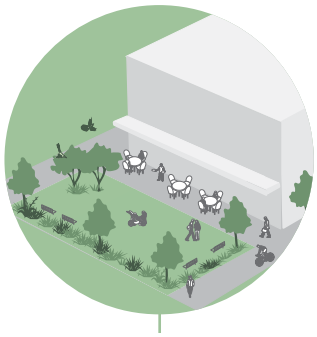
Urban Park

Medium sized green spaces offering a variety of amenities for an associated neighbourhood. An 'urban backyard' for residents. Critical in areas of change.

Destination Park

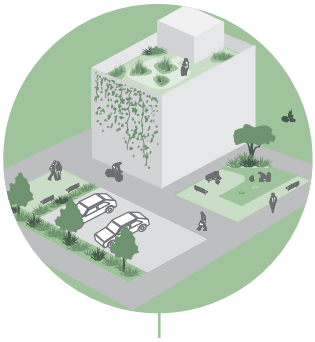
A large park that given its size can be multi-functional but may have a primary function that delivers a particular social, cultural or recreational use.

A small balcony or garden ensures you can pop out with your morning coffee or provide a safe space for your children to play while you prepare dinner. Larger shared and public spaces are great for meeting friends, picnicking or kicking a ball around. A well-placed seat under a tree can allow people to enjoy the shade, shelter and socialise. Physical recreation such as a playground or a basketball hoop can be incorporated. Communal spaces to grow plants for food can have important recreational, health and cultural and community benefits for Wellingtonians.



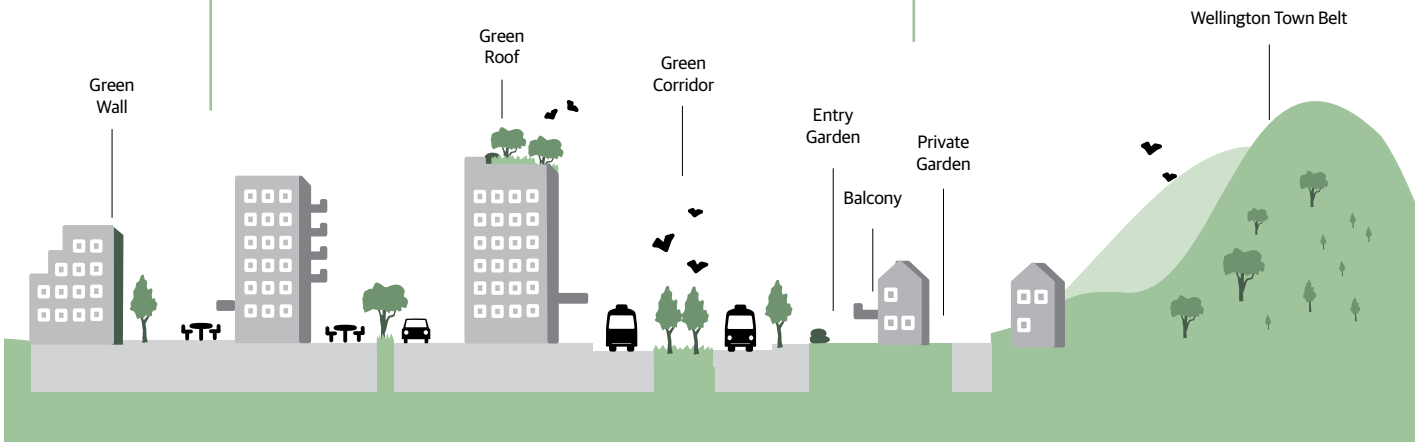
Public/Private Spaces

Opportunity to partner to create green spaces and more green elements.



Private Development

Delivers higher residential density which needs access and views to green elements and spaces to do density well. On site can be delivered through communal spaces, balcony gardens, green walls and green roofs.



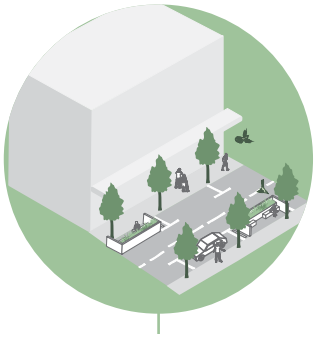
The Plan: Continuum of diverse green spaces (streets)

The streets and laneways are the green connectors that extend from hills to harbour – providing ecological corridors across the central city. They were partly shaped by the topography; the original shoreline, the streams and the cliffs, They were also the ara –the traditional pathways - that connected tangata and whenua, land and sea.

Streets and laneways have both a place and movement function. Street trees and planting provide for definition and enclosure, improves microclimate and generally enhances the amenity of the central city for people.

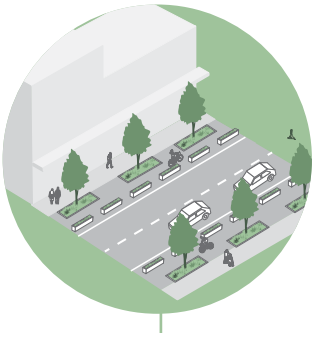
Street trees and other planting helps slow and manage vehicle speed and driver behaviour – making for safer places.

WSUD and permeable surfaces can better manage water run-off, with planting helping reduce pollutants flowing into watercourses and the harbour. As well as street and laneway upgrades, greening can come about through transitional projects such as parklets. Network projects such cycleway and public transport projects can embracing greening.



Parklets

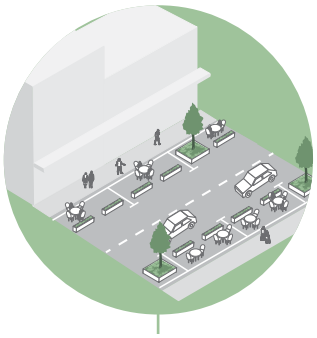
Parklets are parking-space sized mini-parks, plazas or outdoor dining areas that are constructed in on-street car parks. They can transform parking spaces into vibrant public spaces built for people to sit, relax, and enjoy the city.



Bike Network

The Paneke Pōneke - Bike network plan is a significant opportunity to introduce greening in our streets. Greening can help distinguish and create separation between bike lanes and footpaths to minimise user conflict, they can also separate more vulnerable users from traffic and help reduce traffic speeds.

"He Whenua Ora - A Living Environment
As towns and cities change we adapt our living environments, and work with living systems and the natural environment. Spatial and system thinking is needed to connect the street to its neighbourhood and buildings, the neighbourhood to its city, and the city to its region. Street planning and design optimises relationships between natural and built environments activating streets for activities and transport networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment (Waka Kotahi 2021)."

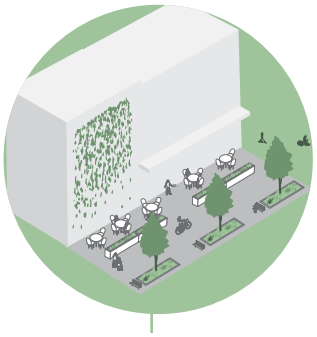


Tactical Urbanism

Tactical urbanism is a process to allow quick testing out of a design in the real world before it becomes a permanent solution. This can occur all through the public realm but has predominantly been trialed in the New Zealand context within the street network.

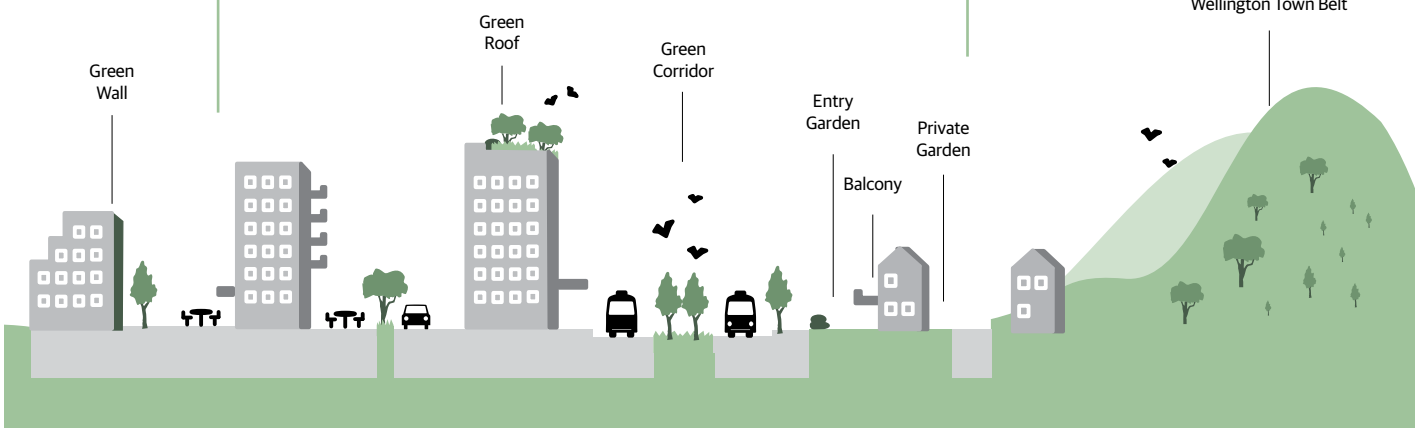
Streets

The central city is made up of 26% road reserve – opportunity for formal street tree planting and more informal WSUD and other planting initiatives. Can be delivered with partners such as LGWM all to deliver 'liveable streets'.



Laneways

Provide for mid block connections – spaces tight but opportunity for creative use of hardy planting.



Wellington Central City

Green Network Plan

Implementation Framework 2022

Version 1: 12.05.2022

The Implementation Framework

This Framework consists of high level actions which will direct programmes of work, funding, partnering and collaboration options over the next 10 years. These actions will achieve the objectives and vision of the Green Network Plan and will delive on the four targets.

Vision

Thinking and living green in Wellington's central city, is the future for the planet and all of us.

Green Network Plan Objectives

TREASURE and protect what is important

CELEBRATE the value of green with partners

GROW the number trees and green spaces

MANAGE what we create and what we already have well

Measurable actions / programmes of work to deliver on targets & achieve the vision / objectives.

10 year Targets

No net loss

Double the number of trees (to 4000 trees)

Improve the greening of 20 existing urban spaces

Deliver 2 new urban parks

Key Actions

Key Green Network Plan objectives that guide actions:

 TREASURE	 CELEBRATE	 GROW	 MANAGE
✔	✔	✔	✔

1	**Partnership and collaboration.** • Foster collaboration within Council. • Advocacy to promote greening and direct behavior change. • Collaborate with: LGWM, the development industry & international partners e.g. Biophillic Cities.
2	**Partnership with Mana whenua.** • Work collaboratively with the Mataaho Aronui team to develop partnership with mana whenua. • Reflect a stronger te ao Māori perspective. • Engage with the LGWM Iwi Partnership Working Group on opportunities to give life to Mana Whenua values and aspirations (such as Hau-ora).
3	**Business case development.** • Undertake investment logic map. • Stakeholder engagement. • Develop funding options.
4	**Greening specifications and guidance.** • Identify plant and tree species. • Appropriate location of trees and plants in the streets and laneways. • Identify green infrastructure requirements. • Ensure Water Sensitive Urban Design is delivered.

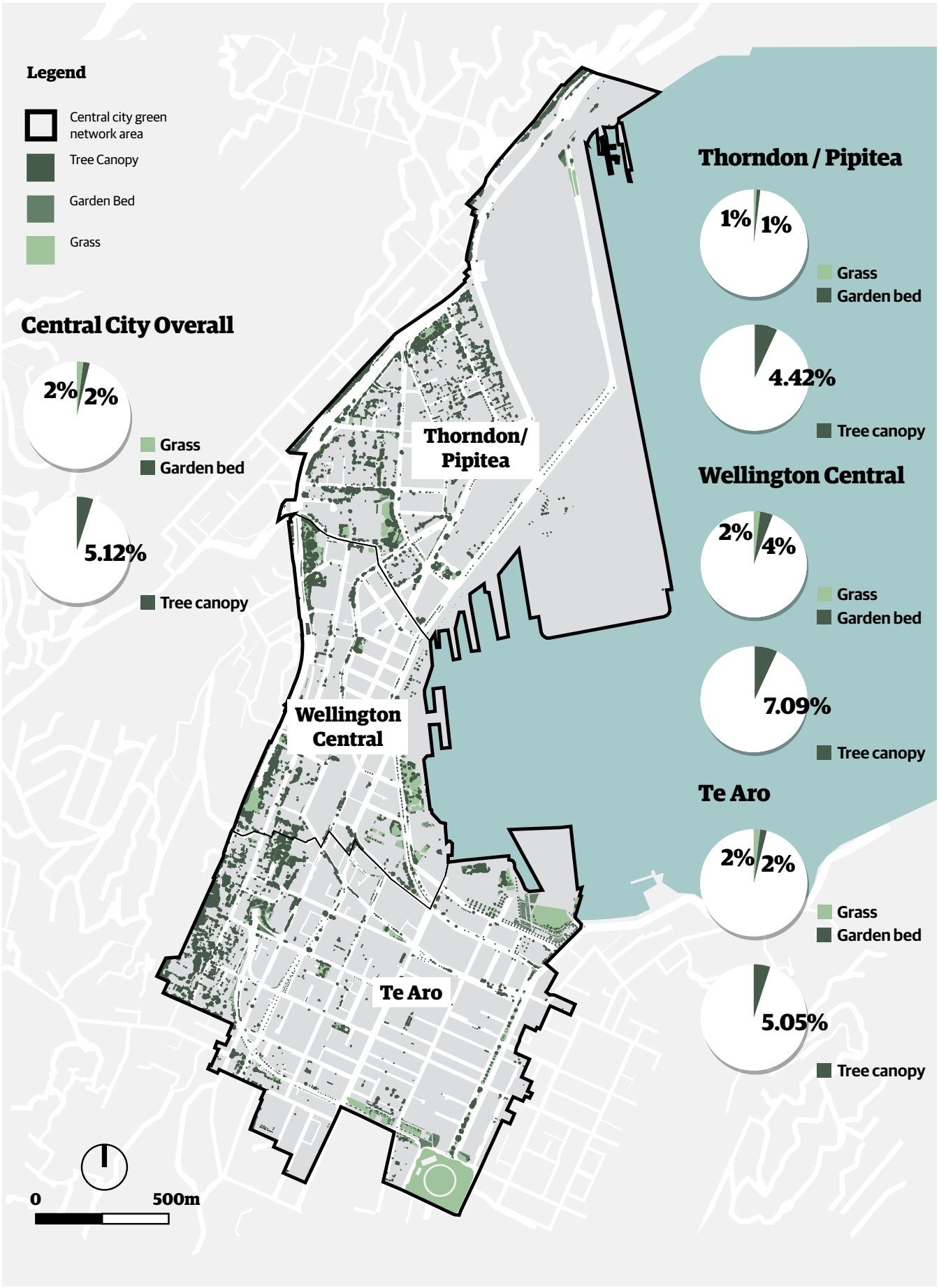


Image: Map showing the current baseline coverage of green elements in the central city.

No net loss.

Key Green Network Plan objectives that guide Target 1 and Actions:

 TREASURE	 CELEBRATE	 GROW	 MANAGE
✔	✔		✔

Target Specific High Level Actions		Delivery Timeframes		
		Short Term 2022-2024	Mid Term 2024-2034	Long Term 2034-2044
1	**Define quantity and quality of green assets.** • Define current and new service levels for maintainance of green assets. • Agree OPEX funding required fro new service level.	✔		
2	**Tree and green asset protection.** • Increase recognition and ways of protecting the existing green network. • Update the current Working Around Trees Guidelines. • Review District Plan protection for notable trees.	✔	✔	✔
3	**Parks protection.** • District Plan protection - listing appropriate urban and destination parks and ensure appropriate sunlight protection. • One for one replacement required for any loss of existing public green infrastructure.	✔		✔

Images (top & bottom): Wellington City council planting projects.

Double the number of trees (to 4000 trees).

Key Green Network Plan objectives that guide Target 2 and Actions:

TREASURE	CELEBRATE	GROW	MANAGE
✔	✔	✔	✔

	Target Specific High Level Actions	Delivery Timeframes		
		Short Term 2022-2024	Mid Term 2025-2027	Long Term 2028-2030
1	**Tree planting planning.** • Undertake mapping survey to highlight spaces for trees in streets and parks. • Develop tree planting plans to be incorperated into the Wellington Design Manual. • Develop tree planting and replacement matrix to project and meet canopy targets.	✔		
2	**Tree planting delivery.** • Task the Council nursery to grow eco-sourced native trees • Intergrate tree planting into all street upgrade projects. • Remove and upgrade low quality trees and and dead trees. • Monitor canopy cover gains through iTree. • Increase nursery production in alignment with LTP work programme.	✔	✔	✔

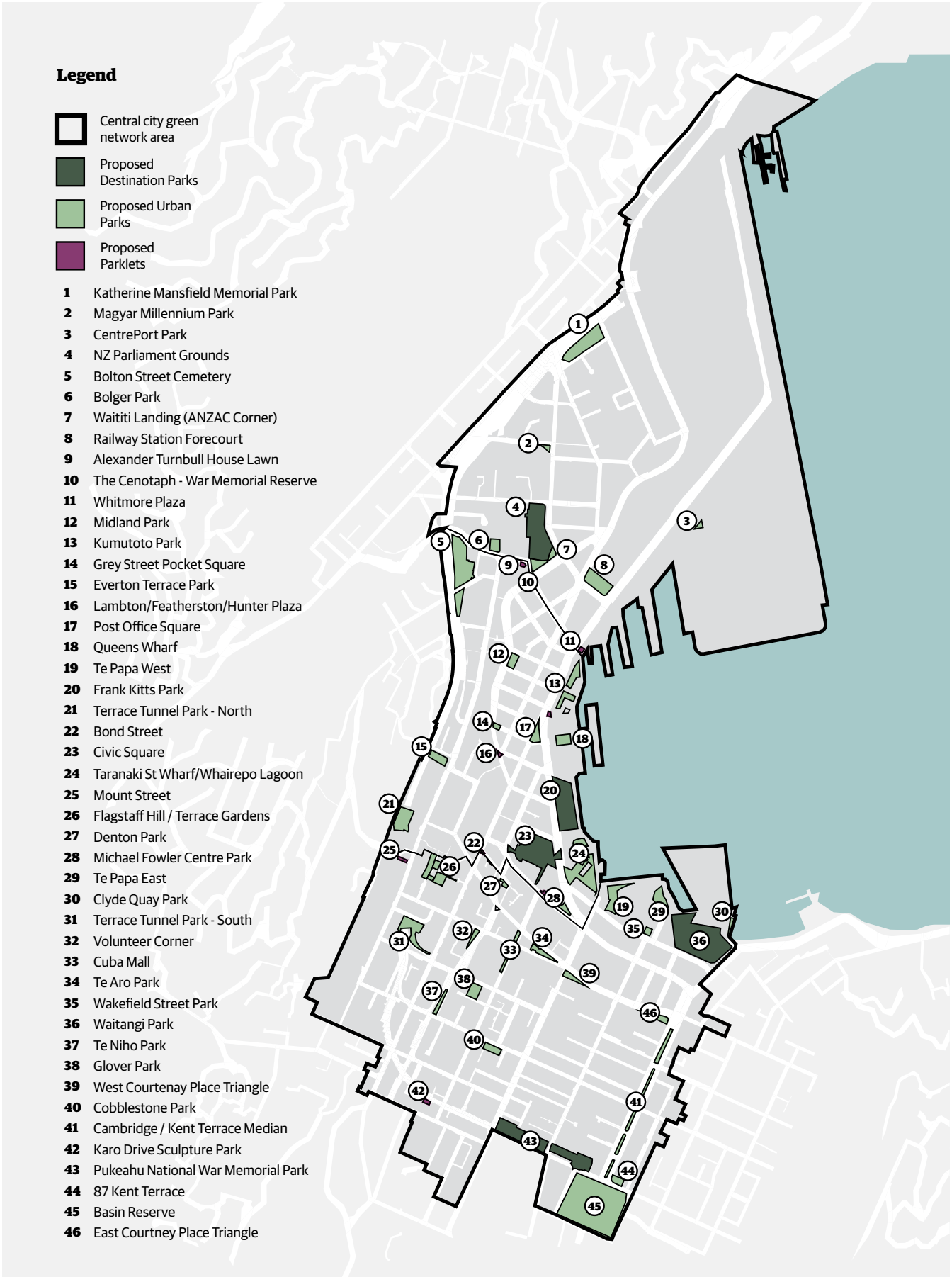


Image: Existing spaces / parks identified to become part of a 30 year improvement programme to increase the quality of central city green spaces.

Improve the greening of 20 existing urban spaces.

Key Green Network Plan objectives that guide Target 3 and Actions:

TREASURE	CELEBRATE	GROW	MANAGE
✔	✔	✔	✔

	Target Specific High Level Actions	Delivery Timeframes		
		Short Term 2022-2024	Mid Term 2025-2027	Long Term 2028-2030
1	**Quality assessment.** • Conduct a quality assessment of all existing parks in the central city. • Determine a quality ranking of spaces to inform future improvement prioritisation.	✔		
2	**Improvement programme planning.** • Determine improvement prioritisation for all spaces based on quality ranking, opportunity / alignments with other workstreams, LGWM and central city needs e.g. growth. Develop a buisness case including: a) Assign high level CAPEX costings for improvements. b) Secure appropriate level of maintenance / OPEX budget and resourcing for works. c) Establish a programme for improvement of existing urban spaces.	✔	✔	
3	**Improvement programme delivery.** • Deliver on the improvement programme. • Review prioritisation of improvements every LTP cycle based on opportunity and need. • Deliver improvements which aso increase our food resilience / accomplish other outcoms too.		✔	✔

Images (top to bottom): Waitangi Park and Cuba Street for People temporary parklets

Deliver 2 new urban parks.

Key Green Network Plan objectives that guide Target 4 and Actions:

TREASURE	CELEBRATE	GROW	MANAGE
	✓	✓	

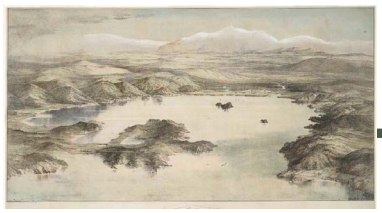
	Target Specific High Level Actions	Delivery Timeframes		
		Short Term 2022-2024	Mid Term 2025-2027	Long Term 2028-2030
1	**Urban Parks programme planning.** • Engage with land owners of opportunity sites through WCC City Development.	✓		
2	**Urban Parks programme delivery.** • Deliver 2 urban parks in 10 years • Review programme/prioritisation of sites for development every LTP cycle based on opportunity and need.	✓	✓	✓
3	**Parklets design guide.** • Develop guidelines and a process to enable businesses to utilise on-street parking spaces for commercial use as parklets. • Engage with interested stakeholders to trial partnerships around public parklets that deliver on Green Network Plan objectives.	✓		

Green Network PLan Appendix 1

Green History of Wellington Central City

History of Greening in the Central City

Te Aro Pā looking towards the Hutt River (Alexander 1842-43)



Birdseye view of Port Nicholson (Heaphy 1843)

1500 - 1800

Prior to Māori settlement much of the shores of Te Whanganui- a-Tara were covered by bush iwi settled on the shore of the harbour and land was cleared.

1820s

Taranaki iwi expanded into the central Wellington area. This saw Pipitea Pā, Kumutoto Kāinga and Te Aro Kāinga /Pā further developed and expanded.

Pipitea Pa had areas of cultivation extending along Hobson Street to the base of Te Ahumairangi Hill.

Kumutoto Kāinga situated abov the mouth of Kumutoto Stream. It was known as a flax collecting area and boat landing site.

Te Aro Kāinga/Pā was the largest pa in the Wellington region. Cultivation extended to Buckle Street and up the Brooklyn Hill. Other food sources were Waitangi Lagoon – on the eastern side of Te Aro, the surrounding bush and the harbour itself.

1839

The artist Charles Heaphy described the future central city site as a place covered with high ferns and tupakihi tutu, rush, flax and much of the land was impassable swamp. The area that is now the Basin Reserve was 'morass' with an outlet to the sea. The Terrace was timbered with high manuka and Thorndon was fern covered.

Pukeahu National War Memorial Park

NZI Street Parade Civic Square

2014

Pukeahu National War Memorial Park opens as a place to remember and reflect on New Zealand's experience of war, military conflict and peacekeeping and provides for a sense of national identity.

1990s - early 2000s

The waterfront evolved, the area around Taranaki Street wharf was followed by Waitangi Park, the largest public park in the central city. The public were very engaged in this project which integrates Wellington's coastal ecosystems, environmental infrastructure and cultural and historic overlays, with spaces for various activities and uses. Further open space development on the waterfront followed; the area around the Wharewaka and Whairepo Lagoon and further north, the area around the mouth of Kumutoto Stream.

1992

Pidgeon Park was renamed Te Aro Park with a redesign led by Shona Rapira Davis which recognises the significance of the site due to its relationship to Te Aro Pā and was the first example of continual engagement with mana whenua across a project that highlights a hugely significant story from Te Ao Māori.

Waitangi Park

1991

The new Te Ngākau (Civic Square) opens providing the central city with an important civic space, integrating a number of smaller public spaces around the then Council buildings. The City to Sea bridge links the Square across to the Waterfront.

Plan of the town of Wellington (New Zealand Company 1840)

Scene in the Botanical Gardens (Unknown ca 1840)

1840

Given Wellington's steep topography the Mein Smith survey laid out 1100 town acres covering Te Aro, Thorndon and The Terrace. The steep slopes adjacent to the flat areas became the open spaces – now the Town Belt, with limited public open spaces within what is now the central city. Two cemeteries adjacent to the central city were created, the larger Bolton Street Cemetery and the smaller Mount Street Cemetery for those of the Catholic faith.

1860s

The bush on the surrounding hills was cleared and burnt, leaving a barren aspect from the harbour. Native bird life was drastically reduced. Reclamation was underway to support the mercantile businesses and port development with minimal thought of parks or public spaces.

1869

The Wellington Botanic Gardens were established, on the forested site that Te Atiawa from Pipitea Pa had used for food cultivation and native plant gathering.

Midland Park (Selkirk 1983)

Development along Lambton Quay (Hinge 1920)

Relatively large scale commercial development occurred in the central city with very little green in Victorian Wellington. Private gardens were described as bare of trees with some kitchen gardens on larger sites.

Late 1800s

1983

Midland Park was opened. The Council bought the Midland Hotel and had it demolished. It was to be start of developing a series of public parks in the central city, which never transpired. Both Glover and Cobblestone Parks in Te Aro have further evolved.

1970s

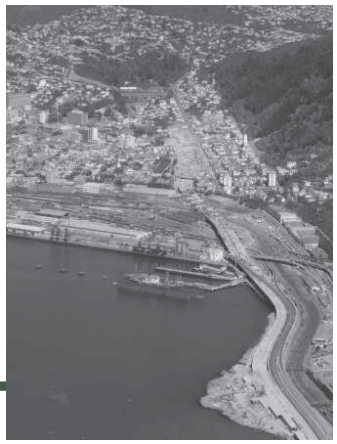
Frank Kitts Park opened on the waterfront in 1976 on redundant Harbour Board land. Initially half the current size, it was expanded in the late 1980s in line with plans to open up the waterfront for the public. This started with a Civic Trust run public competition in 1982 for the future of the waterfront.

1964

The start of the urban motorway construction led to hundreds of houses demolished and the bisection of the Bolton Street cemetery with 3693 human remains needing to be re-interned. Katherine Mansfield Park was developed adjacent to the motorway.

1900s

Pidgeon Park opened.



Urban Motorway (Whites Aviation 1969)

Green Network PLan Appendix 2

Our City Tomorrow Alignment

Our City Tomorrow Alignment

Compact

Wellington builds on its urban form with quality development in the right locations.

The inner-city population will increase with higher density residential accommodation developed in the central city. Research shows people need ready access to green space for their health and wellbeing, so high quality, well-designed green spaces will be a critical factor in supporting the intensification. The green spaces will need to be of various types and be multi-functional to meet the needs of residents, workers and visitors and increase the amount of nature and its useful services in the central city.

Greener

Wellington is sustainable and its natural environment is protected, enhanced and integrated into the urban environment.

Greening the central city will reintroduce natural processes and connections that help keep our urban environment healthy and liveable.

- **Healthier environment**: Trees and plants improve air quality by capturing airborne particles and water quality by filtering out pollutants.
- **More sustainable**: Planting, raingardens and wetlands filter pollutants and also store and slowly release stormwater, reducing flood risk. Trees and plants can store carbon and provide food.
- **More biodiversity**: More green spaces can provide habitat for numerous plant and animal species.
- **More liveable:** Trees and plants provide shade, shelter and sensory stimulation that helps to make the city pleasant to be in.

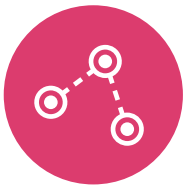
Vibrant + Prosperous

Wellington builds on its reputation as an economic hub and creative centre of excellence by welcoming and supporting innovation and investing strategically to maintain our thriving economy.

Central city green spaces can support Wellington's economy by enhancing our reputation as a city that is close to nature and stimulating to be in.

- **Showcasing sustainable urban design:** The green network can visibly show how nature and high-density living can be creatively integrated and reflect Wellington's unique environment.
- **Visitor attractions:** Green spaces can be attractions in themselves (e.g. Pukeahu National War Memorial Park) and accommodate events and exhibitions based on Wellington's unique history, arts and leisure scene.
- **Property value:** Studies indicate that properties close to green open space in high density housing areas tend to have higher real estate value.
- **Supporting creativity:** Green spaces close to where people work provide opportunities for people to take time out during the working day, mentally recharge and derive inspiration from being in the open air and close to natural elements.

Inclusive + Connected



Wellington recognises and fosters its identity by supporting social cohesion and cultural diversity, and has world-class movement systems with attractive and accessible public spaces and streets.

Well-designed central city green spaces can provide important places of connection for all.

- **Social gathering:** Provided they are designed to feel safe, accessible and shared, green spaces are places where people can freely mix, relax, have fun and build a sense of community. The green elements help to make these spaces pleasant and calming – places of respite from the demands of everyday life that supports positive social activity.
- **Sense of belonging:** The green spaces can be designed to reflect Wellington's unique natural, social and cultural history, which helps build a sense of identity and belonging.

Resilient

Wellington's natural and built environments are healthy and robust, and we build physical and social resilience through good design.

Central city green spaces can help build resilience through:

- **Climate change mitigation and adaptation:** Trees absorb CO2 . Trees, rain gardens and wetlands absorb/filter rainfall and slow stormwater flow. Trees and other vegetation moderate summer temperatures.
- **Community building:** Residents know each other through encounters, activities and events in the green spaces – building a sense of belonging and community support.
- **Places of refuge:** In natural disasters, people seek out green spaces as safe, communal gathering places. In pandemics, people seek out green spaces as safe places for exercise, fresh air and stress relief.
- **Improved citizen health:** The demand on health services, and costs, are reduced because people's physical and mental health improves through their contact with nature.

Mana Whenua Partnerships

Mana whenua development and landowner interests are recognised in planning and developing our city. Design of our public space is undertaken in collaboration with mana whenua.

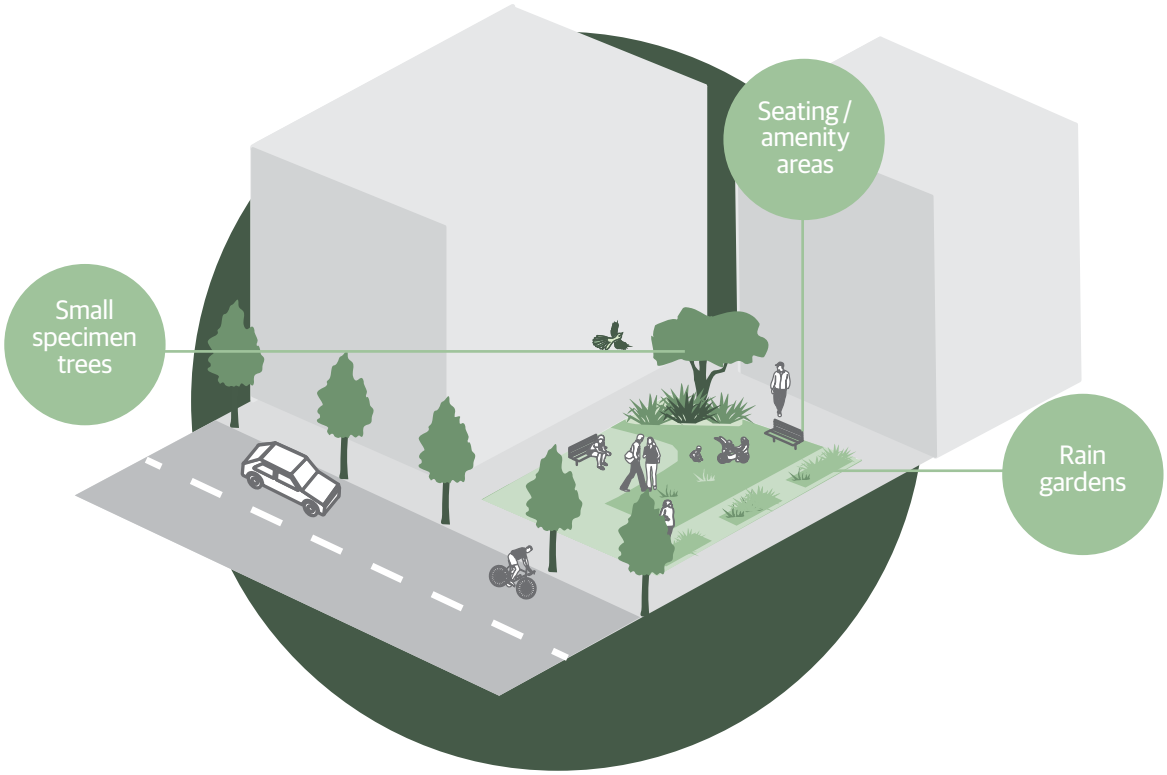
The central city green spaces will be co-designed with mana whenua.

- **Tirohanga o te ao** (Māori world view), traditional knowledge of taiao (natural environment) and kaitiakitanga (guardianship) can be embedded and help shape the green network. For example, the alignment and character of green spaces could reflect the original streams
- The **cultural landscape** of Te Whanganui-a-Tara, including sites of significance, can be recognised and expressed through design and story-telling interpretation.

Our City Tomorrow: Spatial Plan for Wellington City 2021 includes six goals to guide how Wellington city will grow in the future, develop and address key challenges such as population growth, earthquake risk and climate change – while continuing to be a highly liveable city. Implementing the central city green network plan can help achieve the goals.

Green Network Plan Appendix 3

Green Space Types & Case Studies



Mini Parks

These are small urban spaces designed with people, businesses, and the surrounding environment in mind. Mini parks can be opportunistic in land acquisition, range from temporary to permanent installations, and encourage community-led activation and use.

Mini parks will be mostly delivered through reallocation of road reserve, shifting its use from car storage to spaces for people.

Size: <200m2

Catchment: as opportunities arise

Green elements:

Due to their size, mini parks require efficient methods to increase their greening potential. Strategic placement of planting that uses limited surface area is best for this typology. Every tiny patch of green helps to reinforce the health and connectivity of the wider network.

Greening appropriate to the type includes:

- Edge planting
- Green walls
- Planter boxes
- Small edible gardens for community or restaurant use
- Small specimen trees
- Raingardens

Other amenity considerations relative to type:

- Seating / tables
- Play elements
- Temporary food truck/coffee carts
- Public art / interpretation
- Scooter / bicycle parking

Case Study

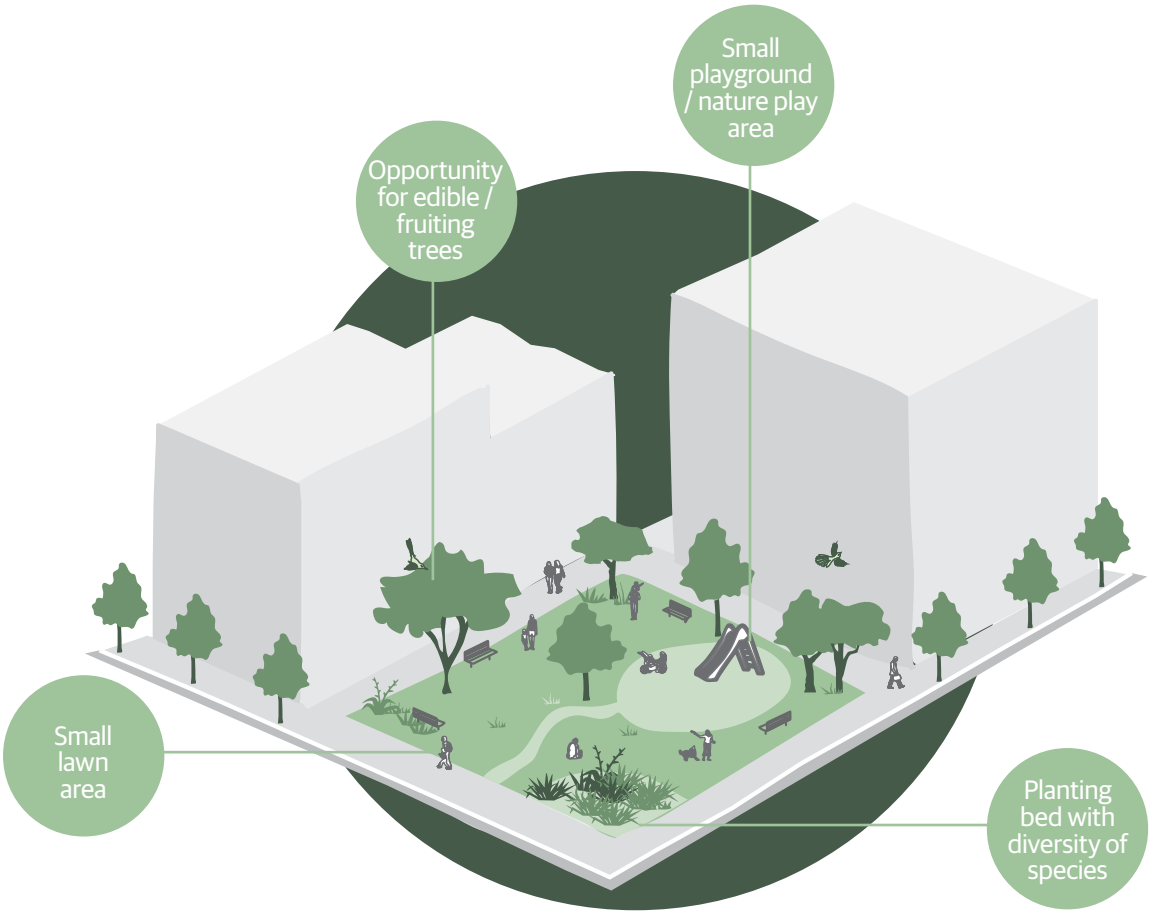
Derbyshire Street Park, London (Greysmith Associates)

Derbyshire Street Park was delivered as part of a wider Mayor of London scheme to deliver 100 small parks across London. These parks range from a from a rain garden in Vauxhall to a dinosaur playground in Hornsey and edible gardens along a south London bus route. London's Mayor described them as: "...pocket-sized pieces of previously forgotten land, but they pack a real punch in what they now offer local people, thousands of whom have given up their time to make the capital greener and more resilient."

This particular site was previously a car park but the Landscape Architects recognised the untapped potential of the space – a sunny aspect and shaded by trees. The design reconfigures the street to a multi-functional a social space with outdoor seating for the adjacent café and a new pedestrian / cycling route. A significant green element of the design is how the park disconnects the east end of Derbyshire Street from the combined sewer system with all surface water dealt with on site through various water sensitive urban design components such as:

- attenuating planters
- permeable paving
- small scale green roofs
- rain gardens
- engineered tree pits
- swales

This small-scaled park is a great example of how a community can get the environment and social benefit of public spaces without the need for large-scale redevelopment.



Urban Park

An urban park prioritised in areas of change with significant existing or anticipated urban growth. These spaces will provide residents, workers, and visitors to the central city respite from the built environment and the opportunity to connect with nature.

Where residential development is dense, they will offer a social and recreational hub for inner-city communities. For individuals or families living in a relatively small central city apartment without a typical suburban backyard, urban parks provide everyday access to a shared "urban backyard." These spaces will be high-performing for their size, offering a variety of amenities that respond and cater to the needs of the associated neighbourhood.

Size: 200m2 - 3,000m2

Catchment: about a 5min walk

Green elements:

Urban parks like Cobblestone Park are a good example of maximising green space, planting, and canopy cover with a balance of recreation uses while limiting the amount of paved surface area.

Greening appropriate to the type & site context includes:

- Patches of planting / canopy cover
- Lawn area
- Planting beds with a diversity of species
- Nature play elements
- WSUD elements including flood storages integrated with other uses
- Edible/fruiting trees
- Small community garden & composting

Other amenity considerations relative to type:

- Multiple seating / picnic areas
- Shade structures
- Small playground / nature play
- Could include sports facilities eg. 3 on 3 court/ hoops/ skate surface etc
- Artwork / interpretation that engage with mana whenua/cultural values
- Includes spaces for temporary kiosks and food trucks/coffee carts
- Integrated with existing pedestrian and cycle connections

Case Study

Cobbleston Park, Wellington (Wraight + Associates)

There are limited opportunities to purchase and convert land to new urban parks in a growing central city. This means when Council acquires land, it needs to work much harder to meet the needs of the current and future populations. Such requirements command a creative design approach to make sure these spaces are both high quality and multi-functional.

Cobblestone Park is a good example of this creative design approach. The park efficiently makes the most of green space with a series of useable lawn terraces, planting beds that filter the site-generated storm-water runoff, and retention of the existing mature trees found on the site.

Seating opportunities were increased through thoughtful design of the retaining walls along the pedestrian spine and terraces and dotted beneath the tree canopy watching over the playground. Paved surfaces are limited to the central pedestrian spine, and basketball court – green and permeable surfaces are maximised throughout.

For a small park, Cobblestone accommodates a wide range of users. The lawns are used by students and city dwellers seeking a place to relax and eat lunch. The play area and steppingstones beneath the trees offer opportunities to connect with nature. While the basketball court is a chance for active play, found few and far between in the central city. It is an actively used park that provides essential green and amenity functions to the city and surrounding neighbourhood.

Case Study: Climate Adaptive Urban Park

Taasinge Square, Copenhagen (GHB Landscape Architects)

Taasinge Square is an exceptional example of an urban park space that integrates greening approaches with climate adaption. Climate adaption is a pressing issue in Wellington's central city – with most of the development on low-lying reclaimed land – flooding, sea-level rise, and liquefaction are significant concerns. Looking to cities the are setting a precedent for creative adaption is critical.

Taasinge Square is part of Copenhagen's broader Cloudburst Plan, the city's climate mitigation plan following the 2011 flood, which caused roughly NZD 1.5 billion in damages. The 20-year plan includes over 300 blue/green infrastructure projects for water rendition and drainage integrated into Copenhagen's streets and public space network and the private realm through public-private partnerships. It is an integrated planning approach that focuses on the liveability benefits such investment can provide the city.

Once underutilised paved surface, the square itself has been converted to a valuable public green space. This natural refuge supports biodiversity while detaining and collecting rainwater from the surrounding streets and rooftops. The square shows how stormwater detention (both above and below ground) can produce playful urban spaces that support community interaction and delight – adding value to our urban neighbourhoods.

As climate change results in an increased frequency and intensity of flood events the ability to manage large volumes of water in public open spaces will be important and the infrequency of occurrence enables this to be coupled with other recreational and amenity elements which can be enjoyed when not in flood.

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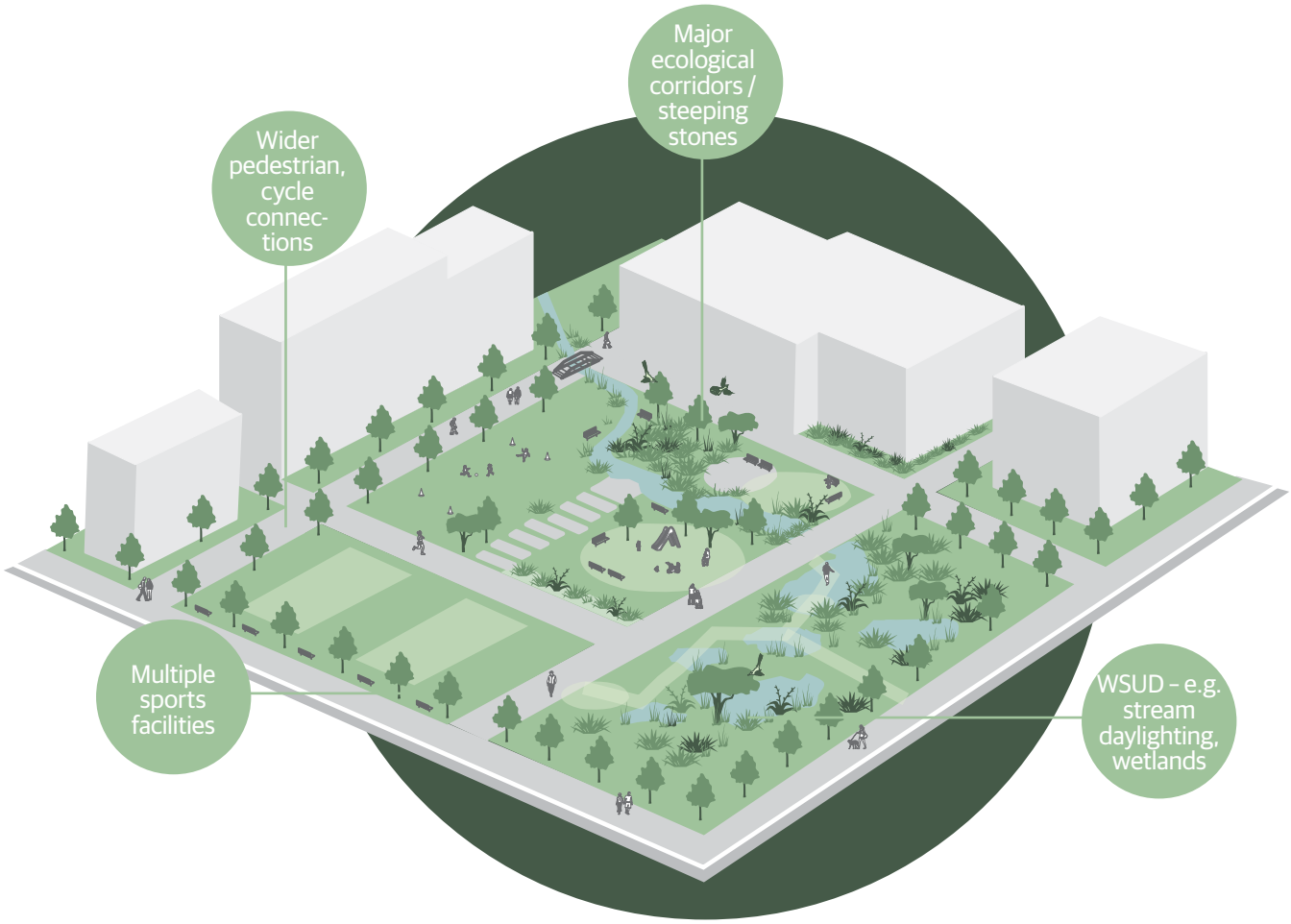


Destination Park

A large urban destination or an anchor place. As a green space it will have high cultural, social, and recreational importance to the central city. They will accommodate a mix of uses, respite, recreation, planned events, tourism, and large gatherings of people.

Catchment: about a 15min walk

Green elements:

These spaces are an opportunity to showcase our best practice greening approaches to public space. The greening needs to contribute to the space's strong character and identity. Greening must support the multi-functional needs as a place of refuge, events, and sites of ecological & cultural importance through high-quality, diverse planting treatments. Greening opportunities could include:

- Large areas of planting (i.e. urban forest establishment, ecological significance)
- WSUD – e.g. sub catchment scale raingardens and wetlands, stream connections (daylighting, light wells or interpretation) and stormwater harvesting for irrigation and city re-use
- Integrated flood storage for resilience
- Large lawn space (for kickaround space & large events & civil defence)
- Community garden, urban farming & orchard
- Dedicated ecological areas that form part of the city's ecological network (steppingstones / corridor)

Other amenity considerations relative to type:

- Multiple seating / picnic areas / shade structures
- Significant playground and multiple nature play areas
- Multiple sports facilities eg. 3 on 3 court / football fields / skate surface etc
- Design/elements strongly reflect the site's history and are well grounded in mana whenua / cultural values
- Managed/programmed events Permanent kiosks and spaces for food trucks/coffee carts
- Intergrated into the wider pedestrian, cycle and public transport network

Case Study

Waitangi Park, Wellington (Wraight + Associates)

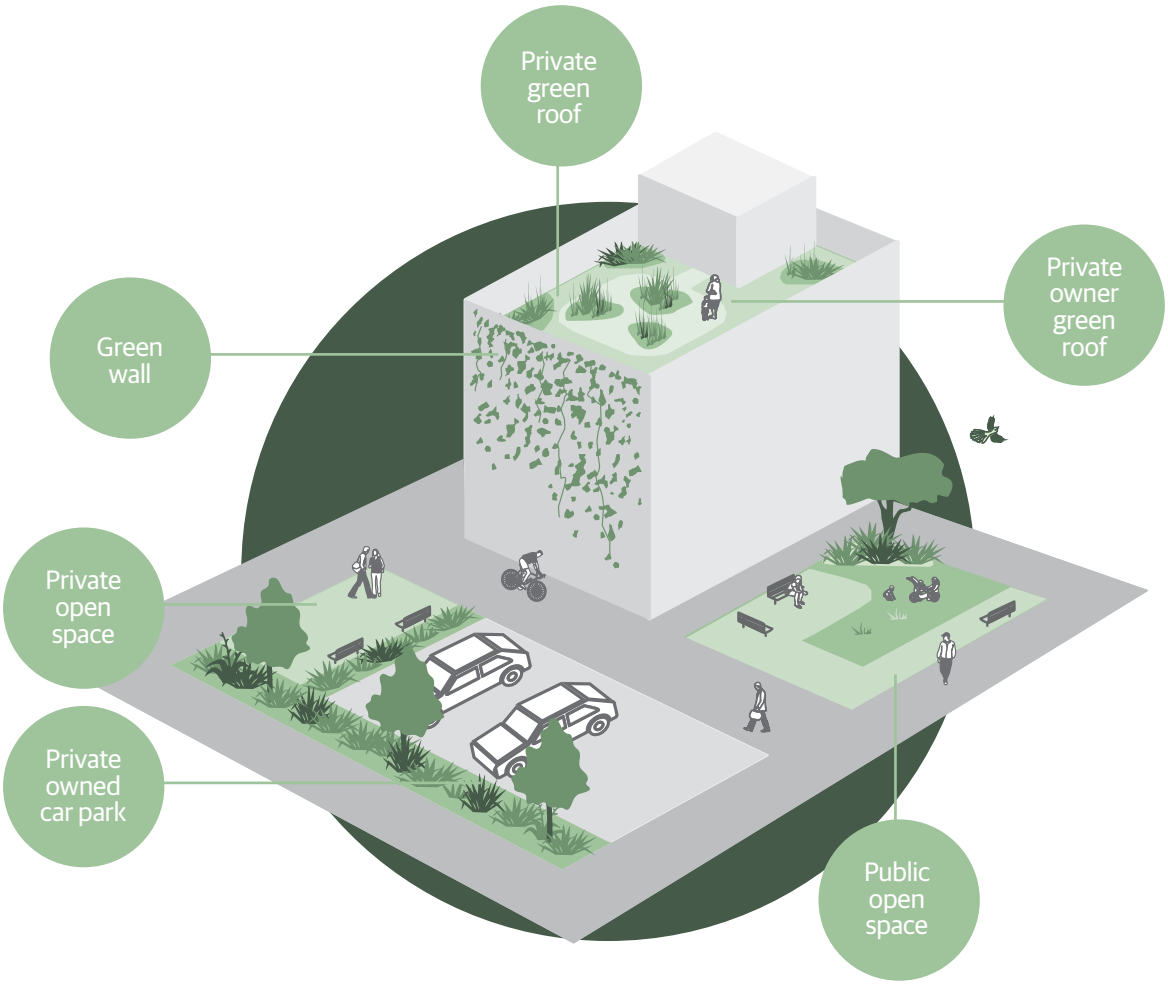
Waitangi Park is a successful study of how our green spaces can not only meet our city's environmental and amenity needs but also

express our cultural narratives and relationship with nature.

At 5.8ha Waitangi Park is the largest park in the central city. Waitangi Park provides many recreational amenities such as the large lawn area, skate park, children's playground, and basketball courts and often hosts various public events.

The central design element of the park has been the integration of stormwater treatments and representation of Waitangi Stream and the connection to lost coastal environs. Before the development of the central city, the Waitangi Stream and lagoon were critical sources of food gathering, freshwater, and materials for local iwi. The story is that the stream and lagoon was once the home of a taniwha that disappeared upon European arrival. This narrative aligns with the eventual fate of the stream. It was piped for urban development.

The diversion of stormwater from the piped network, treatment through constructed subsurface wetlands and representation of Waitangi Stream and lagoon through a planted constructed wetland reveals the potential of what our natural heritage can bring to the city. "The park's environmentally sustainable design and the water sensitive urban design strategy not only contributes to improved water quality but also contributes to the visual appeal of the park generating a unique character for the place (Wraight + Associates)."



Private Development

Private ownership is 49% of Wellington's central city land area.

On top of this figure, we expect 18,000 more people to live in Wellington's central city, which equates to 7900 - 8800 new dwellings.
This densification needs to be done well and requires a collaborative approach between the Council, local communities, developers, planners, designers, businesses, and private landowners.
While the District Plan and Design Guides are supporting and enabling greener outcomes, ongoing advocacy will be important.

Green elements:

Examples of greening elements appropriate to this space could include:

- Communal green spaces
- Entry gardens
- Backyards
- Publicly accessible green spaces
- Container balcony gardens
- WSUD
- Trees
- Edible/fruiting trees
- Small edible garden & composting
- Green walls
- Green roofs / roof terraces

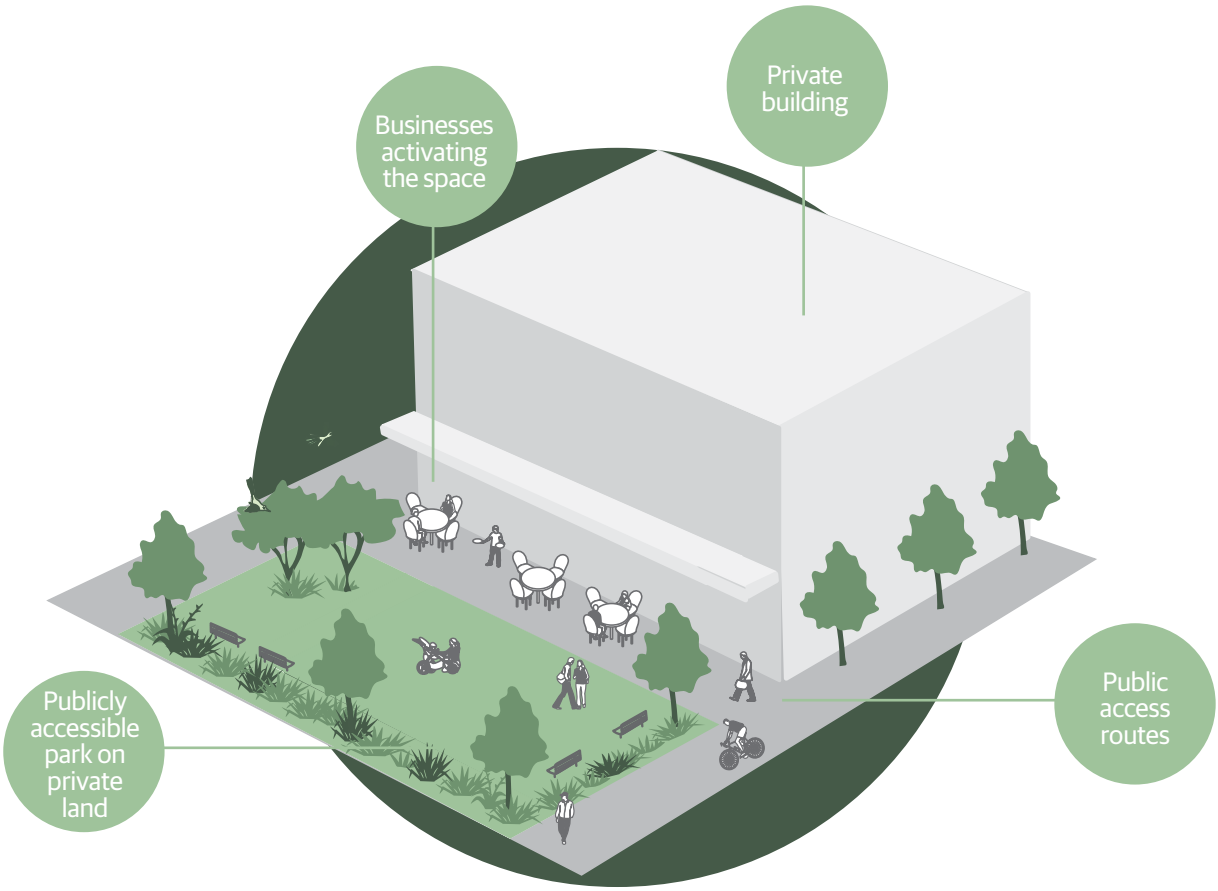
Case Study

Urban Habitat Collective, Newtown, Wellington (Spacecraft Architects)

Spacecraft Architects are in the process of designing a co-housing apartment building for a group of Wellington families.

The concept of this apartment complex is about balancing private space with the ability to interact with and share amenities with neighbours. The shared spaces "...will include a shared dining & living area, and such other common areas as we agree in the design process. They will be integrated into the building to save costs and encourage community interaction. They are designed for daily use, are an integral part of the community, and are always supplemental to the private residences (Urban Habitat Collective)".

While the notion of co-housing is not for all, Spacecraft Architects have found a balance between private and shared outdoor space within this high-density development. The shared space between the apartment buildings is an excellent opportunity for greening and provides a sense of community. The balconies overlooking the shared green space provide the transition from private to shared and would allow families to be able to greet neighbours or check up on children playing below.



Public / Private Partnerships

Another enabler for greener outcomes is a partnership approach between public and private agencies.

This is a method of cooperation aimed to deliver projects that have been identified to impact the public realm. This type of cooperation aims to achieve mutual public and commercial benefits to both public and private partners.

In an economic climate where public funding is limited, engagement of a private partner can ensure partial financing of the project and therefore lift the burden off public funds. This can lead to better quality outcomes for a project. Public agencies such as the Council can then deliver on strategic goals they may not have achieved due to limited public funding.

Green elements:

Examples of greening elements appropriate to this space could include:

- Publicly accessible green spaces
- WSUD
- Trees & Edible/fruiting trees
- Small edible garden & composting
- Green walls
- Green roofs / roof terraces

Case Study

Michael Fowler Centre Car Park (Willis Bond, Athfield Architects)

This project is being delivered through an agreement between the Council and Willis Bond.

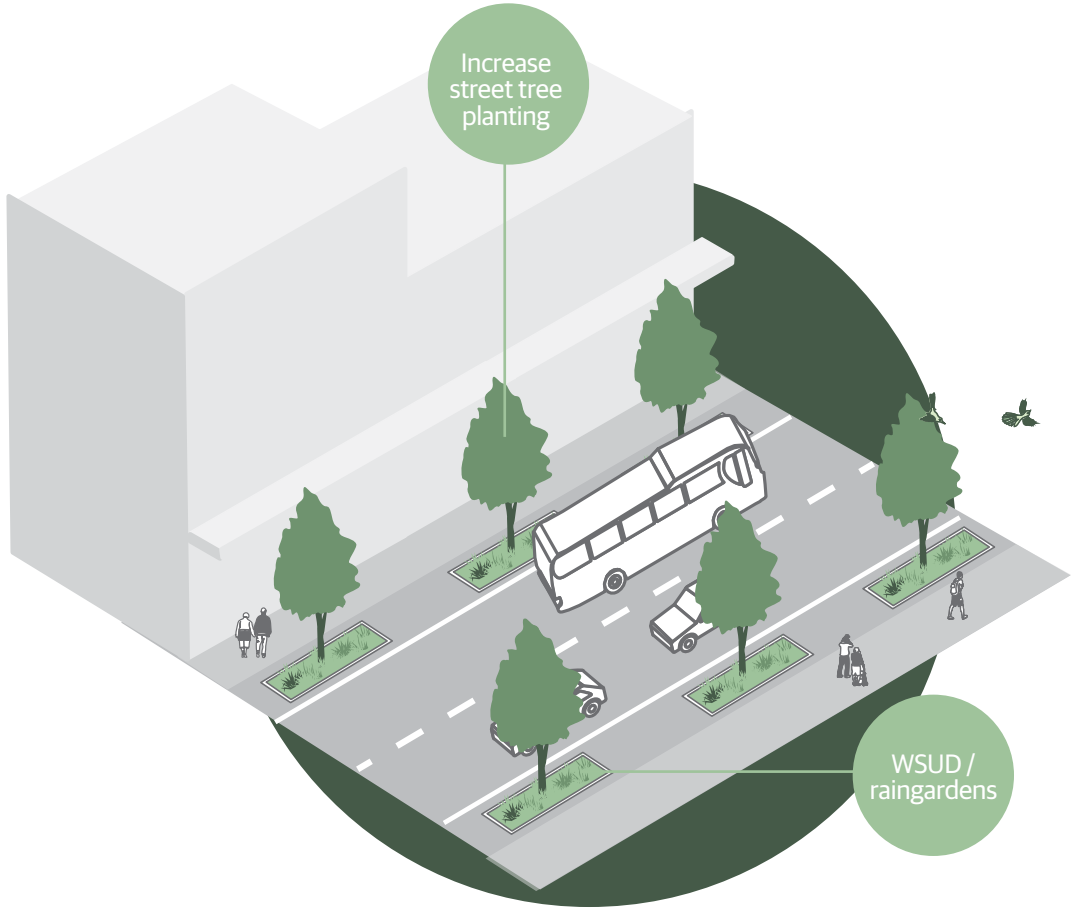
The proposal is to convert the Michael Fowler carpark into a multi-storied, minimum 5-Star Green Star building with high quality, surrounding green space, and improved linkages to the waterfront.

An underdeveloped site, a carpark, is being developed to provide public benefit through improved greening and access to the waterfront, while the developer benefits due to higher foot traffic and improved amenity.

A ground lease of the site was approved in the Long-Term Plan to develop the site without generating cost to Council and ratepayers. The site is in an important location for the city as it connects the Te Aro Park area via Opera House Lane through to the waterfront.

Through the agreement, the Council was able to direct design outcomes for the development of open space and green space amenity. Council required Willis Bond in their design to retain the existing Pohutukawa trees, provide public open space and ensure a public connection is made to link the waterfront, Te Ngakau, and Cuba Street.

This model can have mutually beneficial outcomes for both the developer, the Council, and the public who use the space.



Streets

The Council owned road reserve is 26% of the area of the central city. Streets present a significant opportunity to deliver green outcomes for the central city.

Green streets are the connectors, linking the various green spaces and infrastructure while addressing multiple needs such as creating habitat corridors, stormwater management, and air pollution and noise reduction.

A collaborative approach needs to be undertaken so that there is a balance between streets being places for people and movement corridors to achieve multi-beneficial outcomes.

There are opportunities to partner with LGWM and leverage off other programmes and projects including the cycle network delivery.

Green elements:

Examples of greening elements appropriate to this space could include:

- Hardy street tree species / habitat corridors
- WSUD / rain gardens / stormwater management
- Planter boxes
- Parklets delivered through reallocation of street space

Case Study

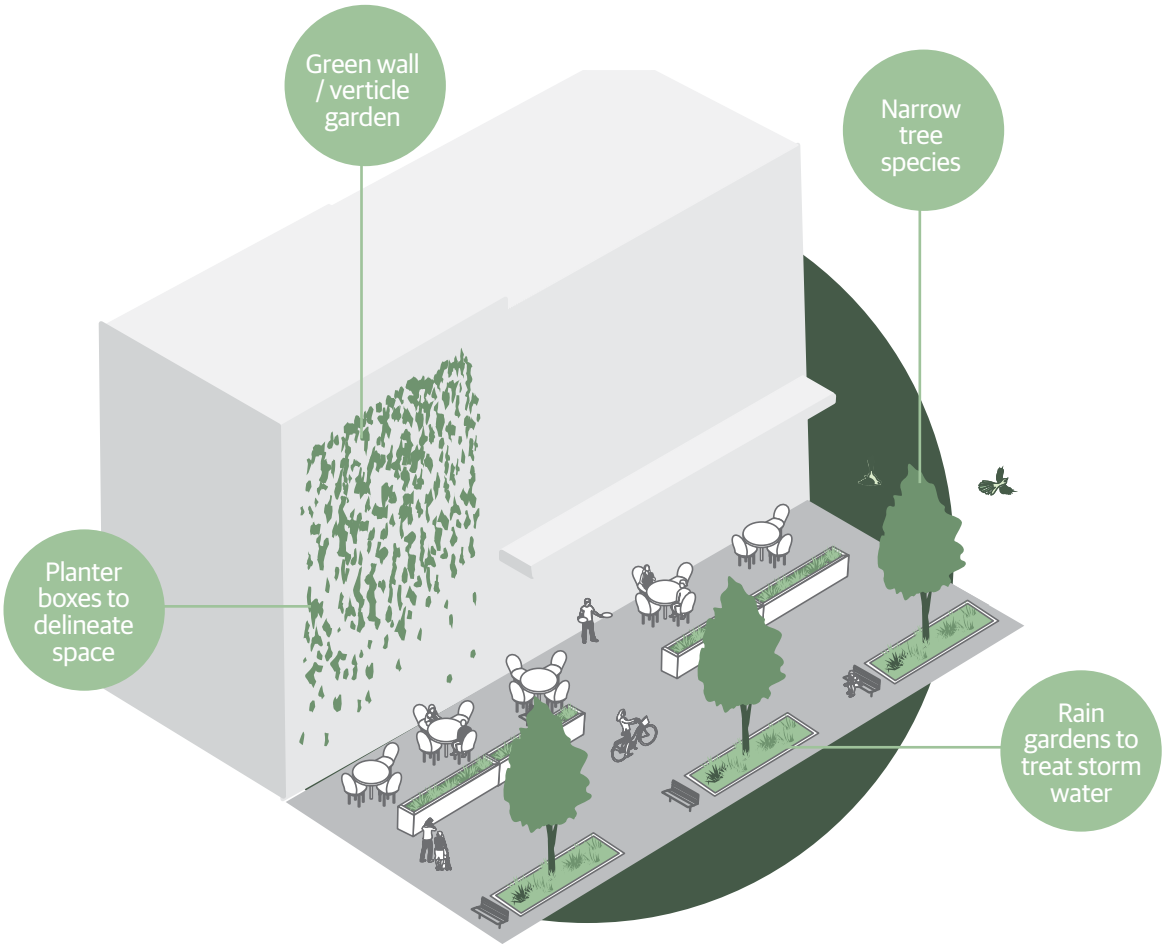
Daldy Street, Wynyard Quarter, Auckland (LandLab, Opus, MPM Projects & Waterfront Auckland)

Daldy Street is part of Wynyard Quarter a large urban renewal project in central Auckland.

The area has evolved through extensive urban design and planning from an industrial port once closed to the public to a high-quality waterfront neighborhood.

A major feature of the project is the inclusion of its extensive water sensitive urban design system within the street and public space network. This system was achieved through a collaboration between the engineering and urban design project teams and a readiness to challenge traditional stormwater management techniques.

Daldy Street development (including Daldy Street Linear Park) is one of the key projects within Wynyard Quarter. This development creates a green link through the development for pedestrians, cyclists and vehicles. The street is activated by adjacent retail and commercial uses within the Wynyard Quarter. The collaborative approach between engineers and landscape architects enabled the project to enhance Te Mana o te Wai through water sensitive design. This included raingardens and swales providing stormwater treatment and overland flowpaths incorporated into the Daldy Street linear park.



Laneways

Laneways play a vital role in the public realm and finer grain network of the central city. They can improve midblock connectivity for people on foot when adequate investment is made to ensure they are attractive, safe, and activated.

Regarding greening, laneways present a massive opportunity to the city as public space can be prioritised over transport movement. Space in a laneway is tight, but creative use of hardy planting can contribute to the overall connectivity of the green network and add to the mix of urban backyards in the central city.

Green elements:

Examples of greening elements appropriate to this space could include:

- Edge planting
- Green walls
- Planter boxes
- Small edible gardens for community or restaurant use
- Small / narrow specimen trees
- WSUD / rain gardens

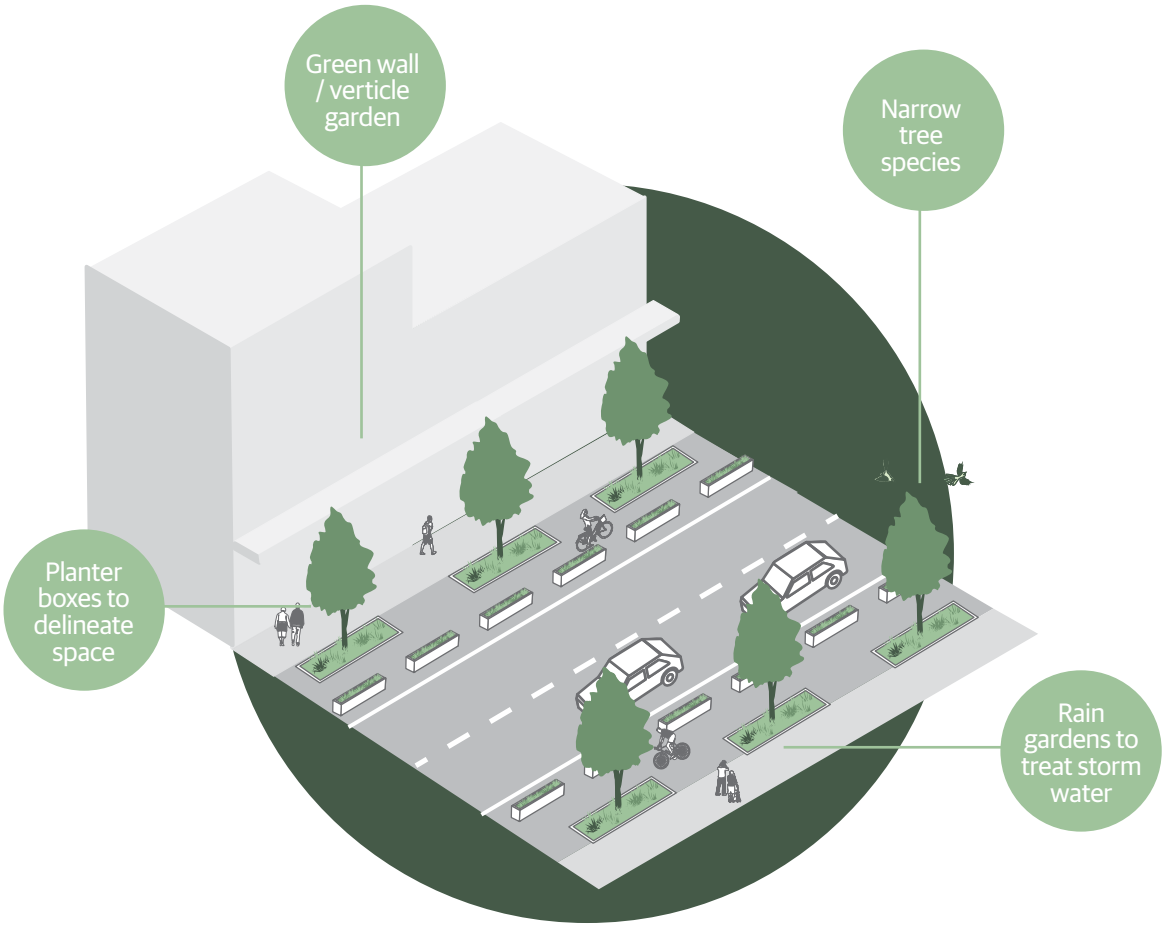
Case Study

Lombard Lane, Wellington (Cook Strait Properties + BECA + E3BW + LandLAB + WCC)

This project was a public/private sector partnership between Wellington City Council and Cook Strait Properties to regenerate Denton Park and surrounding streetscapes in and around Lombard Lane, Bond Street, and the Victoria Street interface. The central city block before the project had become rundown, underutilised, and vehicle-dominated, with safety issues affecting tenants and property owners. Investment in the public realm was needed to assure businesses of the lane's future occupation and bring public life back. A significant part of the public realm investment was the delivery of quality open space and streetscape greening.

Denton Park was an integral part. The project has been re-designed into an elevated lawn space that allows informal occupation by the public and a green outlook to the adjacent restaurant. The shared spaces of Lombard Lane and Bond Street have been reinvigorated with a greener outlook and now include street tree planting, garden beds, rain gardens, and informal planter pots that line the space.

Through this revitalisation Lombard Lane has become a busy pedestrian route and inspired a diverse mix of retail and hospitality businesses to open in the area, further activating the central city space.



Bike Network

The Paneke Pōneke Bike network plan is Council's 10-year plan for developing a citywide bike network in Wellington.

Council's goal for this plan is to create a city "...where it is easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want, and where our suburban streets are quiet, safe places (Paneke Pōneke Bike network plan)".

The bike network is a significant opportunity to introduce greening in our streets and contribute to our city's liveability and biodiversity.

Practically, green elements can help distinguish bike lanes from pedestrian paths to minimise user conflict, they can be a barrier to traffic and help reduce traffic speeds.

A well designed, green streetscape is a desirable asset for a city and helps incentivise users who may not be experienced to give biking a go.

Green elements:

Examples of greening elements appropriate to this space could include:

- Planter boxes
- Small / narrow specimen trees
- WSUD / rain gardens

Case Study

Cobham Drive Cycleway, Wellington (Isthmus + WCC)

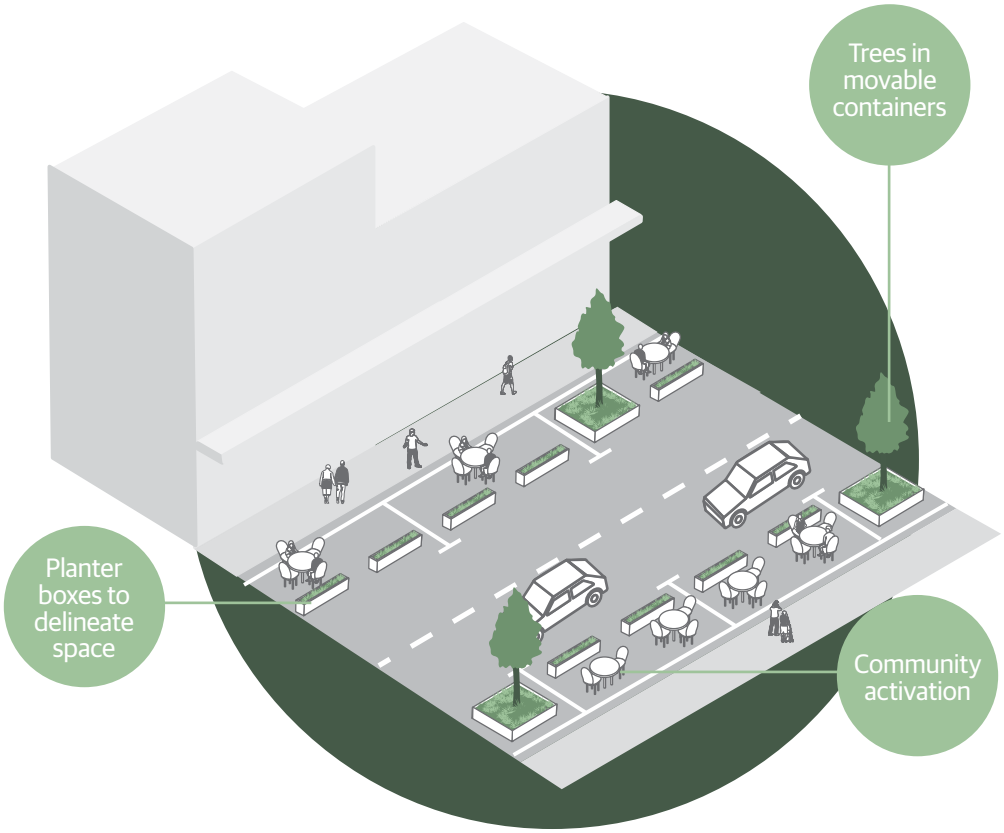
The cycleway along Cobham Drive is part of Tahitai and Te Aranui o Pōneke / the Great Harbour Way – our region's goal to one day have a walking and cycling path all the way around Wellington Harbour to Sinclair Head on the south coast.

The two-way cycle path and separate footpath will make things safer and more enjoyable for everyone and help to encourage more sustainable ways to travel.

Green and urban design elements such as planting, seating and bicycle parking provide places for people to stop and enjoy the views while planting along the edge of the path creates a buffer from the state highway traffic.

In addition to making Wellington a better place for active transport modes the greening in this project facilitated the revitalisation of the foreshore area with landscaping and planting, rock revetment to provide greater resilience to the coastal edge. Green and urban design elements such as planting, seating and bicycle parking provide places for people to stop and enjoy the views while planting along the edge of the path creates a buffer from the state highway traffic.

Green network thinking was front and centre with the design focusing on restoring areas for coastal fauna, planting to encourage diverse habitats as well as ongoing pest management.



Tactical Urbanism

"Tactical Urbanism involves temporary 'tactical demonstrations' and 'trial interventions' to test living, breathing versions of designs with communities in real time (Waka Kotahi 2020)"

Tactical urbanism is a process to allow quick testing out of a design in the real world before it becomes a permanent solution. This form of design can occur all through the public realm but has predominantly been trialed in the New Zealand context within the street network through projects such as Innovating Streets or Transitional cycleways or Parklets in Wellington.

A community driven co-design approach is recommended for these projects to allow people to directly contribute to project outcomes.

Green elements:

As these projects are temporary a particular material pallete needs to be considered when it comes to greening.

Examples of greening elements appropriate to this space could include:

- Moveable planter boxes
- Larger planter boxes can be better because they are less likely to be stolen
- Use native, robust, drought-resistant plants that are easy to maintain
- Consider alternative planting options like edible plants

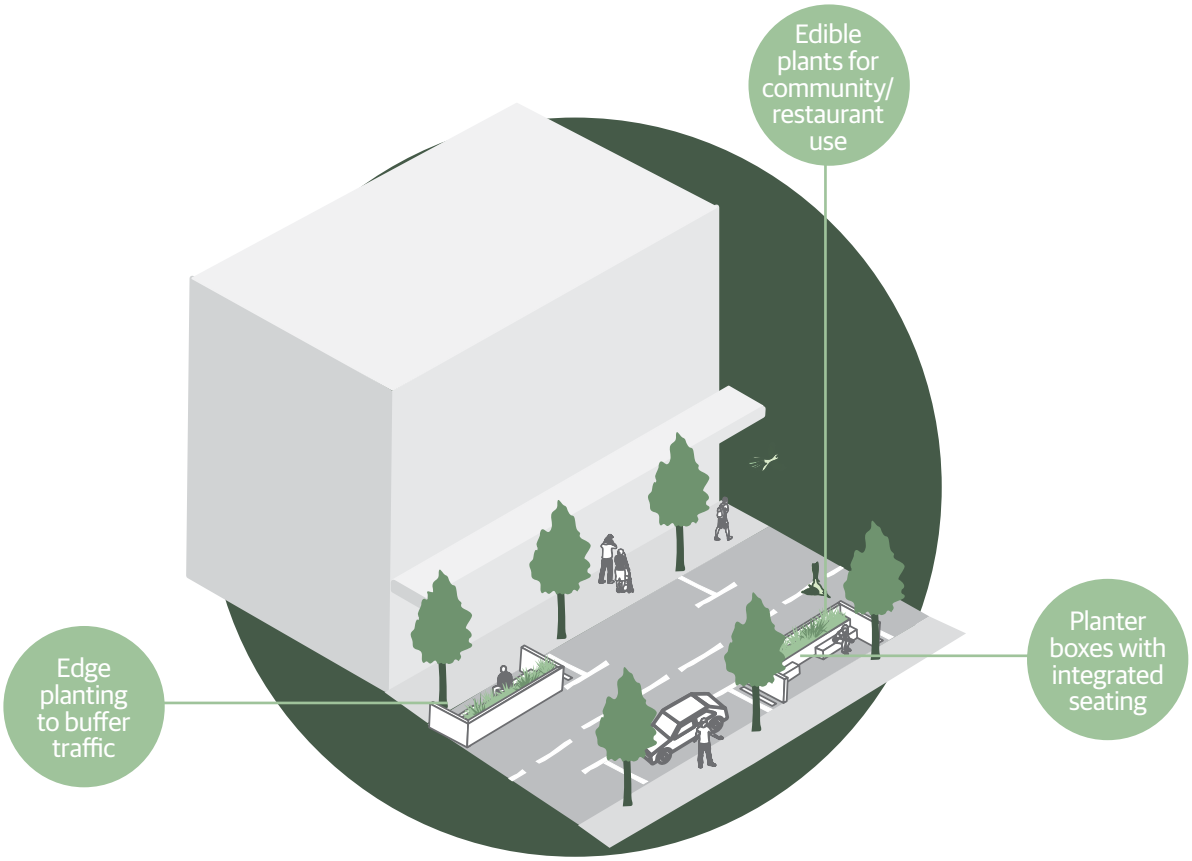
Case Study

Flatiron Plaza, New York City (NYC DOT Plaza Program)

In 2007 the New York Department of Transportation (DOT) launched a series of projects to repurpose asphalt to public plaza using temporary materials as part of the NYC Plaza Program. The project aimed to improve the public realm in an area of New York city that had previously been one of the most congested and dangerous for cyclists and pedestrians.

The program builds support for changes through tactical urbanism techniques of temporary surface treatments and utilises these short-term changes to collect data to support permanent solutions.

The Flatiron Plaza is one such plaza, located at the intersection of 23rd Street, Fifth Avenue, and Broadway, adjacent to Madison Square Park. This plaza uses robust temporary planters as green elements that are manufactured from a durable resin blend that resists sun, salt and the harsh streetscape environment. The lightweight material allows for easy relocation during events or with seasonal changes.



Parklets

Parklets are parking-space sized mini-parks, plazas or outdoor dining areas that are constructed in on-street car parks. They can transform parking spaces into vibrant public spaces built for people to sit, relax, and enjoy the city. These spaces provide fun, unique, and creative ways to experience and re-imagine the potential of public space.

These mini-spaces are best where the street lacks public space, or the footpaths are too narrow to provide space for anything other than people walking by. They can bring more life and activity to the street without compromising accessibility and people's ability to use the footpaths.

Parklets are generally low cost and relatively simple to construct.

Green elements:

Parklets should be an engaging and aesthetically pleasing addition to a community. Parklets also present an opportunity to add more green spaces.

Greening appropriate to the type includes:

- Planter boxes are commonly used as a green barrier between traffic and the parklet space
- Use native, robust, drought-resistant plants that are easy to maintain
- Larger planter boxes can be better because they are less likely to be stolen
- Consider alternative planting options like edible plants

Refer to Council's Parklets application page for more information:

https://wellington.govt.nz/certificates-and-

Case Study

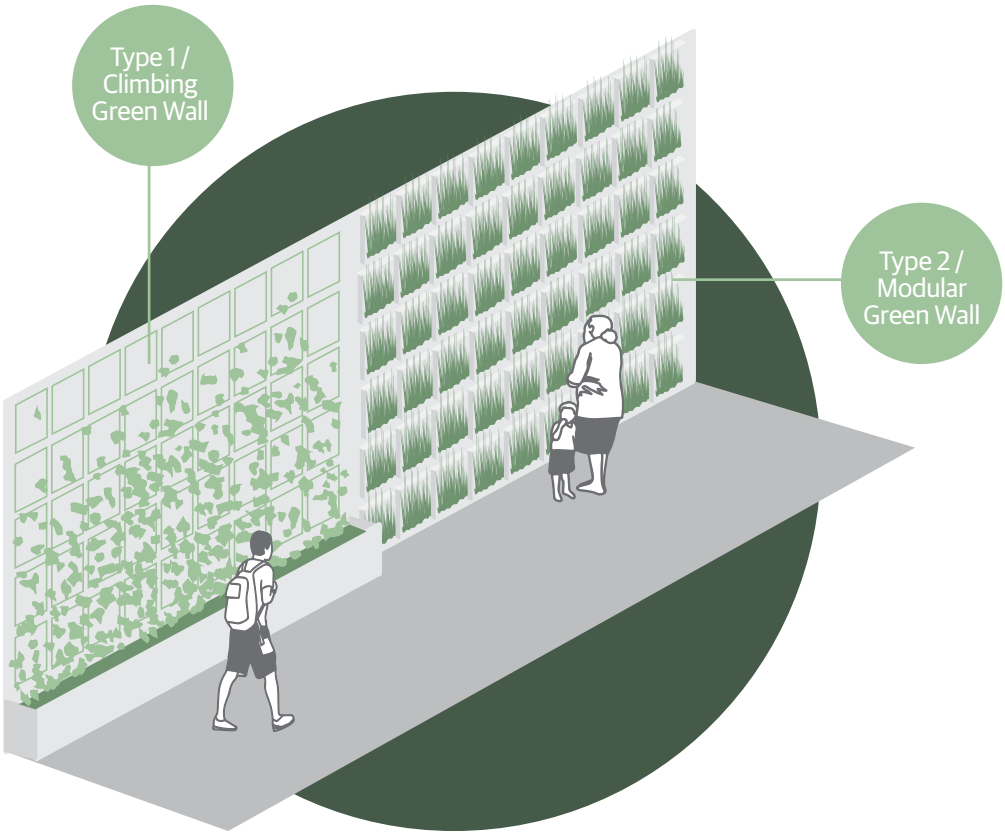
Fresh Air Square, London (WMB studio)

Fresh Air Square is one of a series of parklets that have been installed in London as part of Team London Bridge's fresh Air Squares initiative. The initiative aims to improve local environments, raise awareness of London's pollution, and monitor air quality. The Tooley Street parklet (shown above) was the first one to be installed in November 2015. It was designed to replace two standard car park spaces.

The Fresh Air Square is a colourful modular parklet that can be scaled up or down depending on available space. The installations are temporary but built to promote the need for more permanent green spaces in the city. The parklet features a zigzag bench built using scaffolding boards painted bright red for traffic visibility.

Pockets of greening have been weaved along the roadside edge, creating a buffer from wind exposure and passing traffic.
Fresh Air Square is useful as a case study a the design's modularity could be replicated in different locations and configurations throughout the city.

Parklets like these can create small chances for respite, interaction, allow for business activation and alleviate footpath congestion. They can be both temporary and permanent and be peppered throughout a city as opportunities arise.



Green Walls

(Also known as living walls or vertical gardens).

Green walls come in two main types:

- A vertical structure is fixed to the wall of a building with climbing plants rooted in soil at ground level. The plants use the structure to climb up the wall from the soil containers below.
- The soil is fixed to the wall itself (often in modular units). The plants are rooted in the modular units, which are fastened to the façade using a structural system.

Green walls have many benefits for the central city as they

- Are fixed vertically and can be used in areas where space is limited (for example, in laneways or along narrow streets).
- Can improve the appearance of a building or structure (as well as prevent graffiti that can occur on bare walls).
- Diversify the suite of planted habitats and can act as stepping stones for species.
- Increase the amount of visible green in the city environment & improve the psychological health of residents.

  Improve air quality and reduce noise
- Well integrated with rainwater capture for watering to reduce reliance on mains water and filter stormwater from buildings.Ground based systems well suited as linear raingardens
- Can be used for edible gardens.

Green elements:

- Plants should be chosen to suit the location and climate of the green wall
- Hardy climbing or cliff species (NZ has many native species that thrive on cliff faces and which have been trialed successfully in green walls)
- Hanging plants can also work - beans and tomatoes have been used in edible green walls (in sheltered, sunny sites)

Case Study

Civic Square Green Wall (Natural Habitats)

Designed by Natural Habitats, the 24sqm green wall was installed in the prominent site of Civic Square as an exemplar project and a way to motivate developers to install more around the central city.
The harsh coastal environment of the green wall's location demonstrates how green walls can thrive in Wellington – and gives confidence for future installations.
Careful plant selection is critical to achieving a thriving green wall. Species used in this example include the following hardy native species:

- Arthropodium "Te Puna" (rengarenga lily)
- Acaena novae "Zelandiae" (piripiri
- Chionochloa conspicua "Hunangamoho" (snow grass)
- Disphyma crassifolium (New Zealand ice plant)
- Fuschia procumbens (creeping fuschia)

The structure itself is a modular system and built to be self-watering and self-fertilising. The wall is moveable if required.
Further examples of green walls have also been rolled out throughout the central city by Wellington City Council through the laneways programme to green the street network when street trees are not achievable.

The design and ongoing management needs careful consideration for green walls to be successful.

Green Roofs

(Also known as living roofs or roof gardens).

Green roofs are a roof of a building or built structure that has been planted over a layered system of waterproof membrane, insulation, drainage, root barrier, and growing medium. A similar type (although not a genuine green roof) is a rooftop container garden. Rooftop container gardens are when plants are sown in containers or pots and placed or fixed on a roof/roof terrace. These are a more accessible and cheaper alternative to green roofs as they may not need the structural engineering and waterproofing required by genuine green roofs.
Green roofs have many benefits for the central city:

- They can be used in dense city environments where at-grade space is limited as they utilise the buildings.
- They slow and reduce stormwater run- off, which places less stress on downstream stormwater infrastructure.
- Provide water quality to reduce discharge of contaminants and cool water temperatures.
- Help reduce stormwater volumes to mimic natural hydrology
- Provide thermal insulation for buildings and reduce overall urban heat island effect across city.
- Provide habitat and insects, birds and potentially lizards.
- Provide amenity and a green outlook for the building users and for other who are overlooking.

Green elements:

- Plants should be chosen to suit the location and climate of the green roof.
- Many hardy native plant species thrive in green roof conditions, including native ground covers, grasses, succulents, climbers, and creepers.
- Native species specifically are suitable as they promote native biodiversity and can be stepping stones for migrating fauna.

Case Study

Pipitea Plaza Green Roof, Wellington (Athfield Architects, Greenroofs NZ, RCP & Boffa Miskell)

Pipitea Plaza is a nine-storey five green star office building located at the edge of Pipitea escarpment (the historic harbour's edge), Pipitea Marae, and Old Saint Paul's church. The green roof is an integral part of the project and illustrates how green roofs are an excellent method of establishing ecological habitats in high-density, central city sites where on-grade space is limited.

The green roof is integrated into three of the building's stepped levels and flows visually from the roof terraces, the enfolding tree canopies, and green spaces. The roof can be viewed by staff within the building, providing visual interest from their office windows.

The planting selection is a striking but minimal mix of succulents, sedum, and grasses, punctuated by Riwaka Gold chip and Otaki pebbles. The species were selected to be tolerant to the harsh coastal conditions found on such an exposed site.

Good Food Green Spaces

Part of the Green Network Plan will be connecting with the broader sustainable food network for Wellington city by supporting initiatives to increase the amount and quality of green space used for food production in the central city. Examples of food production spaces include community gardens, urban farms, inner-city exemplar gardens, community composting hubs, vertical gardens, fruiting trees, and edible rooftop gardens.

Community food production spaces allow central city residents to participate in gardening where personal backyard space is unavailable.

These spaces are a way to diversify the green network and offer space for central city residents to connect and educate themselves / or increase capacity (either one works - your choice) in food growing and production. They also provide capacity to wrap food waste back into production at a local level. These spaces are part of the continuum of green spaces and foster a sense of community, improving the central city's mental and physical wellbeing, livability, and resilience.

While the central is constrained for space there are industrial & under developed sites that could contribute to local food production. These sites could be either temporary or permanent, and no longer fit for purpose. They include sites in Pipitea, car parking lots, road reserve and even rooftops.

Green elements:

Examples of greening elements appropriate to these spaces include:

- Edible / fruiting trees
- Community gardens
- Edible green walls
- Edible roof gardens
- Edible container gardens
- Rongoā rākau (medical plant / tree species)
- Berm gardens
- Urban farms

Case Study

Sole Food Street Farms, Vancouver

Sole Food Street Farms is a Vancouver-based organisation that has converted underutilised, contaminated land into productive urban farms. Their Main Street location, found on a previous petrol station site, was leased to the organisation by the City of Vancouver for one Canadian dollar per year is today one of the largest urban farming sites in North America. The site, before the project, had been vacant for over a decade due to soil contamination. Sole Foods Farms worked around the contamination issue by setting up a system of planter boxers to grow their extensive orchard, herb, and vegetable garden.

Soles Food Farming project provides numerous benefits to Vancouver's city, including offering jobs and training to members of the community with mental health and addiction issues. The city of Vancouver has strongly supported the project as it aligns with Vancouver's Greenest City Action plan. The plan stipulates a "Local Food" action where the goal is "Vancouver will become a global leader in urban food system (City of Vancouver)" with the associated target to: "Increase city-wide and neighbourhood food assets by a minimum of 50% over 2010 levels (City of Vancouver)".

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Changes to draft Green Network Plan (October 2021) for finalisation (May 2022)

GNP Section Headings	Updates	Page #
Title Page	Updated version date.	1
Contents Page	Updated contents.	3
Introduction	Minor text edits.	
Central City Layers	Included streets and water sensitive design (WSUD) in diagrams.	6
	Expanded written content on the blue network.	7
	Minor text edits.	
Vision / Objectives	Updated continuum of green spaces to include: mini parks, cyleways, tactical urbanism and good food	8
	Integrated input on WSUD / blue network.	8
Targets	Updated targets to 10 year targets	9
The Benefits	Included streets benefit in diagram	10
	Integrated input on WSUD / blue network.	11
	Minor text edits.	
The Context	Updated strategy diagram.	12
	Reordered Strategies and included Aotearoa Urban Street Planning & Design Guide	13
The Current State of Greening	Updated Maori sites of significance to latest District Plan version	14
Opportunties	Integrated input on WSUD / blue network.	15
	Minor text edits.	15
Challenges	Included content around streets.	17
	Integrated input on WSUD / blue network.	17
Green Cover	Minor text edits.	19
The Plan: Objectives	Integrated input on WSUD / blue network.	20-21
	Minor text edits.	20-21
The Plan: Continuum of diverse green space (parks)	Updated parklet type to "mini park"	22-23
	Minor text edits.	22-23
Section added. **The Plan: Continuum of diverse green space (streets)**	New continuum diagram added highlighting street network opportunities including: parklets, bike network, tactical urbanism, streets & laneways.	24-25
Section moved. **Enhancing and Greening Central City Spaces.**	Moved "Enhancing & greening central city spaces" to Implementation Framework page 76	Section moved
Section added. **Green Network Plan Implementation Framework**	Updated the document to inlcude the Green Network Plan Implementation Framework 2022 (Version 1).	27-37
Appendix 1	Minor text edits.	39-41
Appendix 2		
Mini Park	Mini park name and description updated.	48
Mini Park - Case Study	New case study included.	49
Urban Park	Integrated input on WSUD / blue network.	50
Urban Park - Case Study 2	Integrated input on WSUD / blue network.	52
Page removed.	Delete image of ocean and leave page blank	41
Destination Park	Integrated input on WSUD / blue network.	54
Streets - Case Study	New case study included.	61
Section added. **Bike Network**	Bike network category and description added.	64

	New case study included.	65
Section added. **Tactical urbanis**	Tactical urbanism category and description added.	66
	New case study included.	67
Parklets	Category updated to align with Parklet design guides.	68
	Case study kept from previous GNP version.	69
Work cited	Updated reference list based on changes to document.	77-79

WELLINGTON WATER 2022/23 & 2023/24 YEAR OPEX BUDGET REQUEST

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee presents a proposal to increase the operational cost (opex) budget for Wellington Water Limited (WWL).

Strategic alignment with community wellbeing outcomes and priority areas

	Aligns with the following strategies and priority areas: ☐ Sustainable, natural eco city ☒ People friendly, compact, safe and accessible capital city ☐ Innovative, inclusive and creative city ☒ Dynamic and sustainable economy
Strategic alignment with priority objective areas from Long-term Plan 2021–2031	☒ Functioning, resilient and reliable three waters infrastructure ☐ Affordable, resilient and safe place to live ☐ Safe, resilient and reliable core transport infrastructure network ☐ Fit-for-purpose community, creative and cultural spaces ☐ Accelerating zero-carbon and waste-free transition ☐ Strong partnerships with mana whenua
Relevant Previous decisions	27 April 2022 That the Pūroro Waihanga | Infrastructure Committee: Defer this paper to the next Pūroro Āmua | Planning and Environment Committee meeting on 12 May 2022. 31 March 2022 That Te Kaunihera o Pōneke | Council: Agree to increase opex budget for the relevant activity by $4.9m. Agree to fund the additional opex requirement by reprioritising the use of the government's stimulus funding, of around $5 million.
Significance	The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

☐ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☒ Unbudgeted $X

2. The proposed option will require out-year increases to operational (opex) budgets of approximately $5m per annum over the next two years. It may not require additional ratepayer funding as we are proposing that we apply for the Three Waters reform "Better Off Funding" to cover relevant operational costs. This would mitigate the need to increase rates further to address this cost pressure.

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Chris Mathews, Manager Waste, Water and Resilience
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

1) Receive the information

2) Agree to increase the opex budget for the relevant activities by a total of $9.64m over the next two years - $4.64m for the FY2022/23 and $5.01m for the FY2023/24.

3) Recommend to Pūroro Maherehere | Annual Plan/Long-Term Plan Committee any budgetary changes considered by this Committee.

4) Agree that officers pursue an application to fund relevant operational costs relating to waters out of the Government's Three Waters Reform "Better off Funding" available to Wellington City Council.

5) Note that should the "Better Off Funding" application be unsuccessful, the requested budget uplift would increase rates by 1.1% in 2022/23 and 1.0% in 2023/24.

6) Note that Officers will work with WWL to ensure spend is closely monitored so the risk of further cost escalation is mitigated and where necessary, work is reprioritised to stay within the increased budget.

Whakarāpopoto | Executive Summary

3. The purpose of this report is to recommend a way forward to address Wellington Water's funding request for additional opex for the 2022/23 and 2023/24 financial years.

4. Based on advice from WWL received in late February 2022, on 31 March 2022, Council agreed to fund an additional $4.9 million of opex in the current 21/22 financial year.

5. The additional opex was required to address a shortfall in forecast reactive maintenance costs relative to WWL's LTP budget for reactive maintenance.

6. This shortfall continues into years two and three of the LTP and as such, WWL requires additional funding of $9.64 Million in total over the next two years.

7. This recommended increase in forecasted spend is consistent with the recent Council approval for the opex budget increase in the current year (2021/22) of $4.9 million above LTP budget. As such it is supported by WCC officers.

8. The proposed increase in the BAU opex budget for the 2022/23 year to $41.84 million is in effect 9% higher than the current year revised budget of $40.17 million when we make allowance for $2 million of significant unexpected events[1] that have occurred during this financial year - these are able to treated outside of BAU Opex.

9. WWL advised officers on 14th April of a potential opex risk of up to $3m in addition to the $9.64m – taking the total potential opex increase to $12.64m over the next two years.

[1] Includes storm damage, Karori wastewater pipe fault, SH2 wastewater pipe fault and the Brooklyn burst riser main

10. WWL and WCC Officers have worked through this opex risk and agreed to manage the risk of further cost escalation by better monitoring and reporting of actual costs against budget.

11. The budget request is therefore $9.64 million over the next 2 years.

12. It is proposed that WCC will apply to DIA for "Better Off Funding" to fund operational costs for relevant projects which will in-turn mitigate the need to increase rates funding to cover this additional expenditure request.

13. WCC can apply for up to $14.42m in "Better Off Funding" in Tranche 1 which is available from 1 July 2022.

14. Should the application for "Better Off Funding" to cover this increased cost be unsuccessful, the increased operational cost of the recommended $9.64m opex budget would have to be rates funded.

15. The impact on ratepayers will be a year-on-year rates increase in 2022/23 of around 10.1% (after growth), up from the 8.9% increase outlined in the draft Annual Plan for consultation.

Takenga mai | Background

16. A detailed breakdown of forecast costs and associated information was provided by WWL in late February 2022.

17. On 31 March 2022, Council agreed to fund an additional $4.9 million of opex in the current 2021/22 financial year.

18. The additional opex was required to address a shortfall in forecast reactive maintenance costs relative to WWL's LTP budget for reactive maintenance when *"a directional shift was made to increase funding in favour of planned maintenance and investigations, away from reactive maintenance"*[2].

19. This shortfall continues into years two and three of the LTP.

20. The table below shows the Opex spend for last FY and forecast against budget and the resulting variance:

OPEX '$000	2020/21 Actual	2020/21 Budget	Variance to Budget	2021/22 Forecast	2021/22 Budget	Variance to Budget	2022/23 Forecast	2022/23 LTP Budget	Variance to Budget	2023/24 Forecast	2023/24 LTP Budget	Variance to Budget
Treatment Plant	13,733	13,550	(183)	14,594	13,914	(680)	15,083	14,660	(423)	15,420	15,327	(93)
Reactive Maintenance	10,950	10,234	(716)	11,525	6,202	(5,323)	10,690	5,599	(5,091)	11,791	6,143	(5,648)
Planned Maintenance	1,865		(1,865)	3,502	4,413	911	4,930	5,173	242	4,998	5,412	414
Monitoring & Investigations	2,663	2,342	(321)	5,102	5,355	253	5,250	5,883	632	5,169	5,491	322
Management & Advisory Services	4,977	4,977	-	5,432	5,432	(0)	5,887	5,887	-	6,342	6,342	-
Other	46		(46)	16	-	(16)			-			-
Total Opex	**34,234**	**31,103**	**(3,131)**	**40,171**	**35,316**	**(4,855)**	**41,841**	**37,201**	**(4,639)**	**43,720**	**38,715**	**(5,005)**

- *Table 1 – Forecast Opex 2022/23 and 2023/24*

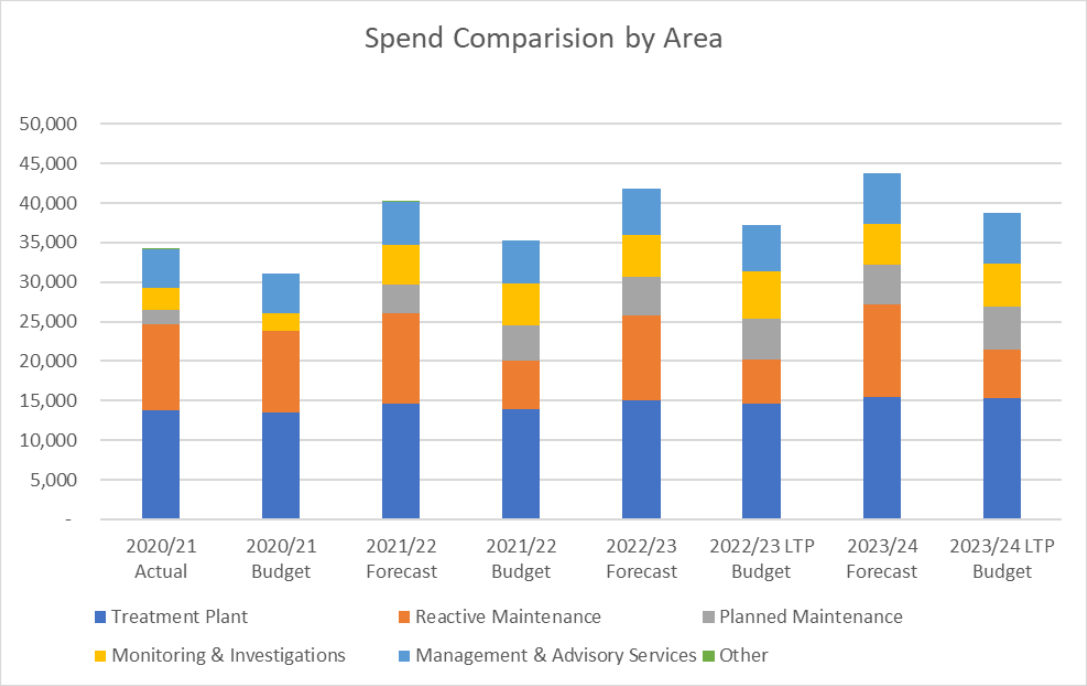
21. As can be seen from the table above, the largest factor in the budget increase is in the area of reactive maintenance which is the maintenance required to address network problems when they arise, largely as a result of asset failure.

22. The risk of an additional $3 million opex over 2 years was signalled by WWL in mid April 2022. The high level drivers for this risk are rising inflation, increasing complexity and scope of operations work, a very tight labour market and material supply constraints.

[2] WWL Opex Variance Analysis 25 February 2022

23. WWL and WCC officers have worked through this risk and agreed to manage by careful monitoring and reporting of expenditure during the year. This will enable reprioritisation to be undertaken to stay within the proposed budget if the risks materialise.

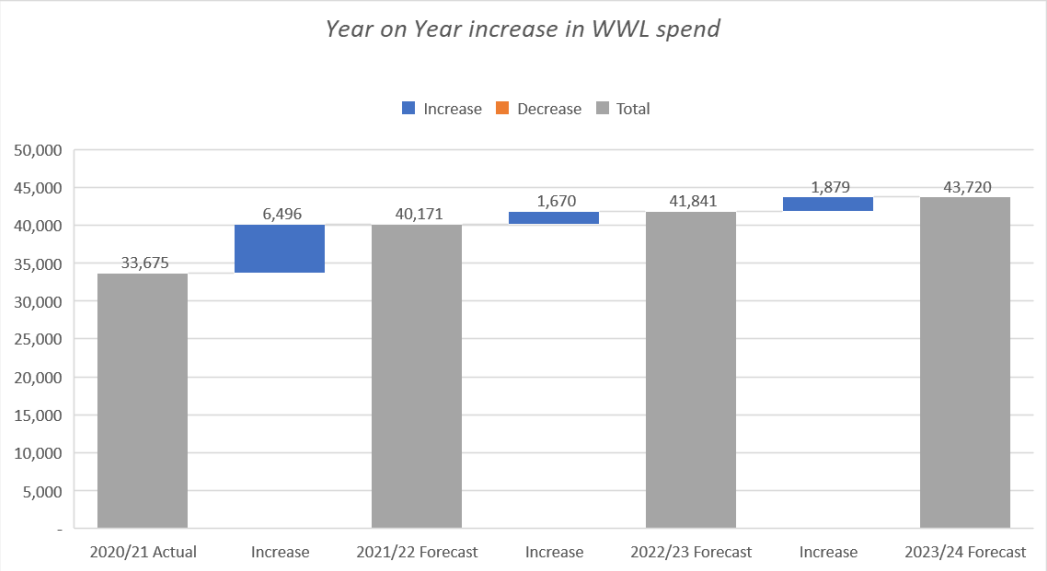
24. The chart below shows actual opex spend against budget for the 2020/21 year and then the forecast spend against LTP budget for the current and next 2 years. This spend is broken down by area of spend.



- *Figure 1 – Opex Spend over 4 year period*

25. As can be seen, the increase in current year forecast and proposed increases for years 2 and 3 of the LTP are a significant increase on the approved LTP budget and, if approved, will ensure WWL can provide for higher levels of reactive and planned maintenance.

26. The chart below shows the year on year increase in budget as a result of the proposed increases.



- *Figure 2 – Year on Year opex increase*

27. The proposed increase in the first three years of the LTP represents a total increase in opex funding of over $14.5 million. This equates to an increase of 13% against the approved LTP budget.

Kōrerorero | Discussion

28. Wellington City Council (WCC) operates a “one budget” model with WWL, whereby WCC funds WWL for opex and capex and allows WWL discretion to determine how that funding will be spent to meet a given level of service

29. Officers support the increase in Opex funding of up to $9.64m over two years, based on the advice received in February 2022. The increase in opex is driven by the reactive maintenance budget issue which has flowed through into years two and three of the LTP.

30. If approved, Officers will seek approval from DIA to use some of the “Better Off Funding” to minimisethe impact on ratepayers.

31. DIA recently released its guidance for Councils to submit for “Better Off Funding” which has been made available as part of the Three Waters reform process.

32. The use of this funding supports councils to transition to their new role post-reform through meeting some or all of the following criteria,

    - Supporting communities to transition to a sustainable and low-emissions economy, including by building resilience to climate change and natural hazards
    - Delivery of infrastructure and/or services that enable housing development and growth, with a focus on brownfield and infill development opportunities where those are available.
    - Delivery of infrastructure and/or services that support local place-making and improvements in community well-being.

33. WCC’s Tranche 1 of funding is $14.42 million and is available from 1 July 2022.

34. Applications for funding must be made by 30th September 2022.

35. Officers intend to apply to DIA for "Better off Funding" to fund operational costs for relevant waters projects which will in-turn mitigate the need to increase rates funding to cover this additional expenditure request.

36. There is a risk that "Better Off Funding" may not be approved to cover water related opex cost and if this is the case, the additional cost will need to be funded through rates.

Kōwhiringa | Options

37. Officers recommend Council approve an increase to WWL's opex budget for the relevant activity by a total of $9.64m over the next two years - $4.64m for the FY2022/23 and $5.01m for the FY2023/24. The intent is to to apply to DIA for the Government's 'Better of Funding' to fund water related opex costs, thereby minimising the impact on ratepayers.

38. There is an option to request WWL to reduce opex spend to remain within the LTP budget, chiefly in the areas of planned maintenance, critical asset condition assessment and catchment growth planning. We do not recommend this option given the flow on negative impact on the quality of the network.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

39. Proposed change to WWL opex budget for the 2022/23 and 2023/24 years relating to the second and third years of the 2021-31 Long Term Plan.

Engagement and Consultation

40. N/A

Implications for Māori

41. N/A

Financial implications

42. The financial implications are discussed throughout the detail above, principally seeking to mitigate the rates impact of this increase through use of the "Better Off Funding" available to Wellington City Council for water related relevant activities. However, should our application be unsuccessful, the increased costs will need to be met through an increase in rates. This will result in a year-on-year rates increase in 2022/23 of 10.1% (after growth), up from the 8.9% increase outlined in the draft Annual Plan for consultation.

Legal considerations

43. N/A

Risks and mitigations

44. There is a risk that Better Off funding may not be approved to cover water related opex cost and if this is the case, the additional cost will need to be funded through rates.

Disability and accessibility impact

45. N/A

Climate Change impact and considerations

46. N/A

Communications Plan

47. N/A

Health and Safety Impact considered

48. N/A

Ngā mahinga e whai ake nei | Next actions

49. If approved, WWL's opex budget in 2022/23 will be increased by $4.64m to $41.84m and in 2023/24 will be increased by $5.01m to $43.72m.

50. Officers will include relevant water related opex costs in its "Better Off Funding" request to DIA which will minimise the rates impact from this increase in WWL's opex budget if approved.

51. Officers will report back on the outcome of the "Better Off Funding" application process once known.

Attachments

Nil

FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two months.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

☐ Sustainable, natural eco city
☐ People friendly, compact, safe and accessible capital city
☐ Innovative, inclusive and creative city
☐ Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

☐ Functioning, resilient and reliable three waters infrastructure
☐ Affordable, resilient and safe place to live
☐ Safe, resilient and reliable core transport infrastructure network
☐ Fit-for-purpose community, creative and cultural spaces
☐ Accelerating zero-carbon and waste-free transition
☐ Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Damian Storey, Democracy Advisor
Authoriser	Vida Christeller, Acting Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. The Forward Programme sets out the reports planned for Pūroro Āmua meetings in the next two months that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Kōrerorero | Discussion

4. Thursday 9 June 2022:
    - Petition: Tinakori Road Cycle Way (Chief Planning Officer)
    - Housing Strategy and Development (Chief Planning Officer)
    - Central City Land Acquisitions (Chief Planning Officer)
    - Te Whanganui-a-Tara Whaitua Implementation Plan (Chief Strategy and Governance Officer)
    - Approach to Speed Management (Chief Planning Officer)
    - Guidelines for Street Furniture Advertising (Chief Planning Officer)
5. Thursday 23 June 2022:
    - Notification of Proposed District Plan (Chief Planning Officer)
6. Thursday 11 August 2022:
    - Process to ensure there remains an access road between Strathmore and Moa Point (Chief Planning Officer)

Attachments

Nil

ACTIONS TRACKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on the past actions agreed by the Pūroro Āmua | Planning and Environment Committee at its previous meetings.

Strategic alignment with community wellbeing outcomes and priority areas

	Aligns with the following strategies and priority areas: ☐ Sustainable, natural eco city ☐ People friendly, compact, safe and accessible capital city ☐ Innovative, inclusive and creative city ☐ Dynamic and sustainable economy
Strategic alignment with priority objective areas from Long-term Plan 2021–2031	☐ Functioning, resilient and reliable three waters infrastructure ☐ Affordable, resilient and safe place to live ☐ Safe, resilient and reliable core transport infrastructure network ☐ Fit-for-purpose community, creative and cultural spaces ☐ Accelerating zero-carbon and waste-free transition ☐ Strong partnerships with mana whenua
Relevant Previous decisions	Not applicable.

Financial considerations

☒ Nil	☐ Budgetary provision in Annual Plan / Long-term Plan	☐ Unbudgeted $X

Risk

☒ Low	☐ Medium	☐ High	☐ Extreme

Author	Damian Storey, Democracy Advisor
Authoriser	Vida Christeller, Acting Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.

3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
    - In progress: Resolutions with this status are currently being implemented.
    - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates, but completed actions will only appear once.

Takenga mai | Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

7. Following feedback, the status system has been changed so that resolutions either show as ‘in progress’ or ‘complete’.
8. Of the 12 resolutions of the Pūroro Āmua | Planning and Environment Committee in April 2022:
    - 4 are in progress.
    - 8 are complete.
9. 34 in progress actions have been carried forward from the previous (14 April 2022) action tracking report. 31 are still in progress.
10. Further detail is provided in Attachment One.

Attachments

Attachment 1. Actions Tracking

#	Date	Meeting	Report	Clause	Status	Comment
33	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	6. Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	Officers are developing a Spatial Plan implementation reporting system to track and enable efficient reporting of progress on the 90+ actions in the Action Plan. Once the system is set up, reporting will take place every 6 months (or as required).
40	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	14. Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. Officers will report back once these discussions are further developed.

41	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	15. Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is: a) vacant or occupied by derelict buildings; or b) used largely or solely for car parking, or storage of cars or machinery; or c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value."	In progress	Identifying underutilised sites has required analysis and mapping of a range of data, including land uses, land values, site coverage, building heights and enabled height under the District Plan, earthquake prone buildings, etc. The analysis is complex and has taken longer to prepare than anticipated because of high workloads and numerous projects requiring GIS support. However the geospatial analysis has been completed and ground-truthed and the findings are being finalised. Officers aim to present the work to Councillors in the next 3-4 weeks.
42	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	16. Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress	A range of Council workstreams and projects (both current and in development) are relevant to encouraging development of underutilised sites, with many focused on the short to medium term (next 3-10 years), e.g. District Plan review, consenting process improvements, Housing Strategy and Action Plan, active management of Council's property portfolio, housing and business development capacity assessments, working directly with developers, targeted investment in infrastructure, transport and public space, advancing Te Atakura actions, using financial incentives like grants, rates relief, development contribution remissions. It is also noted that opportunities to achieve urban development objectives in conjunction with transport investment, including potential land aquisition/amalgamation of sites along the future MRT route form part of LGWM considerations. The need for further measures has not been assessed at this point.

53	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	28. Report back to Council how to daylight more of our underground streams.	In progress	Daylighting of streams is identified in the Green Network Plan as an opportunity for greening the city and contributing to water sensitive urban design. Daylighting of the city's underground streams will be challenging and needs to be considered within a strategic, catchment-wide context. This will require working with Wellington Water, GWRC and mana whenua as part of wider catchment-scale stormwater planning to identify opportunities for daylighting. It will also need to consider climate change and flood hazard issues. This work has not been scoped but opportunities to integrate daylighting of piped streams as part of specific urban renewal/development projects will be investigated as opportunities arise.
54	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	29. Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, and the Annual Plan/Long Term Plan funding processes. Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.
56	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	31. Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.
62	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	37. Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	In progress	This forms part of the Green Network Plan and is also a consideration in the development of a Sustainable Food Plan being led by the Community Services team.
68	Thursday, 24 June 2021	Pūroro Āmua | Planning and Environment	3.2: Approval of 30-year Spatial Plan	43. Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Johnsonville provision and parks analysis is being completed as part of the Our Capital Spaces Review with a draft due in late 2022. A qualitative assessment piece has also been commissioned for Johnsonville parks and is underway. This work is being led by Parks, Sports and Recreation.

90	Wednesday, 4 August 2021	Pūroro Āmua | Planning and Environment	2.2 Traffic and Parking Bylaw Review	15. Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	In progress	Preparing Funding Agreement extension. Estimated completion date is November.
107	Wednesday, 25 August 2021	Pūroro Āmua | Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	3. Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress	
125	Thursday, 23 September 2021	Pūroro Āmua | Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	4. Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress	New schedule has been approved by SRO which will allow for greater engagement with our partners, stakeholder and members of the public. Key dates for the new schedule include:
126	Thursday, 23 September 2021	Pūroro Āmua | Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress	•Holmes Consulting with geotechnical advice from Tonkin + Taylor Limited (T+T) advise the seismic rating for the underground car park remains the same as that provided to councillors in the
127	Thursday, 23 September 2021	Pūroro Āmua | Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	6. Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress	Open space assessment currently underway and liaising closely with team leading the Green Network Plan however until final development plan is confirmed this work will not fully progress.
129	Thursday, 23 September 2021	Pūroro Āmua | Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	8. Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress	Meeting scheduled with business owners W/C 09/05 to provide an update to all affected
145	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	4. Note that LGWM will report back to Council in Q2 2022 providing updates on cost management and engagement, and seeking approval for detailed design, funding and traffic resolutions.	In progress	An update will be provided in May. Work on detailed design will begin after the June preferred option decision.
146	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	5. Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress	Direct engagement with businesses, key stakeholders and mana whenua continues.
147	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	7. Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress	Noted. This will be included with the funding application.
148	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.2 Wellington Central City Green Network Plan	3. Request officers to come back with an Implementation Framework and the finalised GNP early 2022 setting funding and partnering options, programmes of work, actions and targets over 30 years which will direct: a. Protecting existing green elements b. Planting more trees c. Enhancing and greening existing public spaces d. Developing sites into new parks	In progress	These will be reported back to the committee 12 May with a proposed set of targets
149	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.2 Wellington Central City Green Network Plan	4. Request officers to identify a te reo Māori name for the GNP.	In progress	This will be reported back to committee 12 May with the proposal that there is an ongoing discussion with Man Whenua.

150	Wednesday, 27 October 2021	Pūroro Āmua | Planning and Environment	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	2. Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back pencilled in for June 2022.
152	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.1 The Parade Upgrade - Design Options	2. Agree to progress with a) A Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade and i. Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D). iii. Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy. iv. Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year. v. Note that the current Long Term Plan has up to $14m for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit.	In progress	a) Completed: The safety improvements option was progressed, presented, and (largely) approved by the P&EC during the 10 March meeting. The Committee voted to proceed with the residential improvements. Construction along the southern residential area has begun (started on April 19) and will be completed by 27 May. Construction of the northern residential area will follow. We aim to complete this by 30 June 2022. i. In Progress: During the 10 March 2022 meeting, the P&EC resolved to defer a decision on the town centre improvements in late 2022. iii. Completed: A traffic resolution was developed, proposed, and approved by the P&EC on 10 March 2022. This is completed for the residential areas, and is to follow for the town centre iv. In Progress: Brennan Baxley is heading the public spaces improvements project for Island Bay. Options are being developed which will be proposed to the committee. Although we are working closely, Brennan is the best point of contact for this. v. Completed: Noted. No further action required.
153	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.1 The Parade Upgrade - Design Options	3. Agree to develop the proposed chosen option, and progress with the formal traffic resolutions process.	Complete	The chosen option was developed and proposed at the 10 March 2022 P&EC meeting. As
154	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.1 The Parade Upgrade - Design Options	4. Note that LGWM is currently engaging with the community including options where MRT is proposed to go to Island Bay using The Parade.	Complete	Noted. No further action required.
155	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.1 The Parade Upgrade - Design Options	5. Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.	Complete	A Parking Management Plan (Local Parking Plan) was completed in March 2022.
159	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.2 Fossil Fuel Free Central City	4. Agree that officers investigate options for bike libraries and e-bike schemes.	In progress	Researching different potential models for an e-bike loaning scheme. Currently working on an RFP for trial licences to operate shared e-bikes in Wellington. Hoping to have the RFP out some time in May
160	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.2 Fossil Fuel Free Central City	5. Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress	There is not currently funding for additional or new projects within existing programmes. We are however looking to include low-traffic options in our in-progress projects.

162	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.2 Fossil Fuel Free Central City	7. Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress	Dixon St project is preparing for installation in June. Work continues with key Stakeholders. We will prepare a budget proposal for opening Cuba St for the 24 LTP process
163	Wednesday, 10 November 2021	Pūroro Āmua | Planning and Environment	2.2 Fossil Fuel Free Central City	8. Support Cuba Street businesses this summer to explore possible people-centric layouts, via formal research and temporary trials such as "open street" events and trial parking arrangements.	In progress	3 trial parklets are in place and have been well received by businesses and Wellingtonians. Will consider re-initiating a month of Sundays next summer.
169	Wednesday, 24 November 2021	Pūroro Āmua | Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3. Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	
171	Wednesday, 24 November 2021	Pūroro Āmua | Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	5. Note that Council officers intend to bring a paper to the Pūroro Hātepe | Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.	In progress	
183	Wednesday, 24 November 2021	Pūroro Āmua | Planning and Environment	3.6 Update on the Te Kāinga Programme	3. Note the 6 month update on the evaluation process underway as part of the Te Kāinga Aroha project and that a full evaluation report will be provided to Pūroro Āmua | Planning and Environment Committee in April 2022.	In progress	Update has been shifted to June, this is to allow more time for responses from tenants and in-person feedback sessions, ensuring sufficient depth and detail is covered in the evaluation.
212	Thursday, 10 March 2022	Pūroro Āmua | Planning and Environment	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	3a. Approve the following Traffic Resolution, pursuant to the provisions of the Traffic and Parking Bylaw 2021, TR20-22 The Parade, Island Bay – Safety Improvements (Option C) with traffic resolutions brought to Pūroro Āmua | Planning and Environment Committee for decision.	In progress	Started to implement these TR's with construction starting week of 4 April. The Southern end implementation has begun and will be completed post Easter. We will then move to the Northern end.
213	Thursday, 10 March 2022	Pūroro Āmua | Planning and Environment	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	4. Agree that officers in conjunction with ward Councillors start working with the committee of the Island Bay Residents' Association to ensure that relationships are built and that local voices can be heard as any decisions are implemented.	In progress	Contact made with the IBRA and have begun attending their meetings. Brad Singh has established a relationship with the IBRA chairperson.
214	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	1. Receive the information.	Complete	The committee formally received the information in the relevant report.
215	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	3. Note that after feedback from businesses in John Street provisions have been made to retain the existing loading zone as a time restricted on-street loading zone/P10 (approximately 2 parks) 7pm-7am as well as establish a new full time loading zone on the hospital access road just south of the shops	Complete	The information was noted by the committee.
216	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	4. Note that there will be new public parking available at the children's hospital.	Complete	The information was noted by the committee.
217	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	5. Note that formal consultation will be conducted once the trials are in place to gather feedback on lived experience to inform decision making along with data.	Complete	The information was noted by the committee.
218	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	6. Note that a WCC standard level of service for loading zones will be prepared to support businesses as Council rolls out the ambitious capital works programme.	Complete	The information was noted by the committee.

219	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	2.1 Halt roadworks of Riddiford St North	7. Direct officers to require compliance with the agreement that 20 public parks are provided in the Countdown supermarket carpark.	In progress	
220	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	1. Receive the information	Complete	The committee formally received the information in the relevant report.
221	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	2. Note that total capex required for Taranaki Street Wastewater Pump station and Rising Main project is now $24 million against an LTP budget of $6 million.	Complete	The information was noted by the committee.
222	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	3. Recommend to Pūroro Maherehere - Annual Plan / LTP Committee to increase the 2022/23 budget by $10.8m, through a bring-forward of budget from 2027/28 ($2.7m), 2028/29 ($2.7m) and 2029/30 ($5.4m).	In progress	
223	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	4. Recommend to Pūroro Maherehere - Annual Plan / LTP Committee to increase the 2023/24 budget by $7.2m, through a bring-forward of budget from 2029/30.	In progress	
224	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main	5. Note that the additional capex requirement will increase debt earlier than expected and will impact on rates.	Complete	The information was noted by the committee.
225	Thursday, 14 April 2022	Pūroro Āmua | Planning and Environment	3.3 Forward Programme	2. Agree to request that Officers bring a report to the Pūroro Āmua | Planning and Environment Committee by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.	In progress	