

# 6

## Urban development Tāone tupu ora me

# 7

## Transport Waka

### BY THE NUMBERS

**46,300**

Projected Wellington City population increase 2014-2043. This is an increase of 23%.

**94%**

Increase in number of people cycling to and from work - 2001-2013.

**21,400**

Projected increase in the number of dwellings in Wellington city 2013-2043. This is an increase of 27.4%.

**25%**

Increase in number of people using buses to get to and from work - 2001-2013.

The Council's urban development work includes urban planning, controlling building activity and land use, assessing risks from earthquake-prone buildings, and developing and enhancing public spaces.

Our transport work includes transport planning, managing the city's network of roads, cycleways and walkways, managing parking in the city, and promoting safety.

We fund these services because they matter to the lives of individual Wellingtonians and to the community as a whole.

Our work helps to make Wellington a compact, vibrant, attractive city in which it is easy to get from place to place.

This is essential for connections between people, their ability to interact with each other, and their enjoyment of the city and what it has to offer.

It is necessary for the economy, the ability of businesses to reach their markets, and to collaborate and innovate.

It is vital for the environment because a city with a smaller footprint produces fewer emissions and consumes fewer resources.

It is crucial for people's health and safety, in the buildings they live and work in, and on the roads, walkways and public spaces they use.

In the next 10 years, the Council plans to spend more than \$1.2 billion (net) on transport and urban development.

We aim to manage development so the city remains compact, vibrant, attractive, safe and resilient, in which it's easy for people to connect with each other and to move from place to place.

The Council is one player among many in the city's built environment. Urban development and transport decisions also involve central and regional government, businesses, local communities, and individuals.

The Council's key roles are to provide public spaces and infrastructure, and to plan and control development so the city can support a strong economy and a high quality of life in an environment that is both attractive and sustainable.

All of our work involves partnerships with developers and home owners who want to build or extend, with commuters who want to get to and from work or school, with businesses taking goods to market and with everyone who lives, works and plays in the city.

Most urban development and transport services are publicly funded by local authorities and central government as they are core activities from which all residents benefit. Some services have a private component, in which case users are charged to cover at least part of the cost of providing the service, for example via development contributions.

## KEY PROJECTS

### Better transport options

Wellington's transport network plays an important role in the region's economy by helping people to connect with each other and bringing goods to market.

An efficient transport network is also important for health and wellbeing, for connections between people, and the environment.

Though parts of Wellington's transport network perform well, others are struggling. There is congestion, particularly at peak times, on northern routes into and out of the city centre, and on the route from the city to the airport.

The network is also potentially vulnerable in the event of an earthquake or other major emergency, due to the limited number of routes into and out of the city.

The network also provides limited choice and currently supports vehicle transport more effectively than other modes such as buses or cycles.

Addressing these issues will require a balanced approach with stronger public transport and cycle options alongside vehicle network improvements.

The Council is committed to work with others to see land transport network improvements implemented, so that residents can enjoy safer, more convenient journeys, and the region's economic potential can be unlocked.

We are investing significantly in the coming years to improve the city's network of cycleways. We have set aside \$58 million over the next 10 years to implement a city wide-network of safe cycling routes.

Over the next 10 years the Council will also invest \$2 million for pedestrian improvements focussed on safer routes to schools.

An additional \$1.1 million has also been allocated in 2015/16 to strengthen and recess the Karori Road retaining wall which will improve bus and cycle access.

Another key priority will be the implementation of the Wellington Regional Transport Plan, under which a high-frequency, low emission Bus Rapid Transit service will be introduced on key routes linking the central city to the Basin Reserve, Newtown and Kilbirnie. Detailed plans are still to be finalised and funding options will be considered in future annual plans.

### **Affordable buses**

We are also proposing the introduction of subsidies to drive greater bus use.

We provide the network for buses but the service itself is the responsibility of the Greater Wellington Regional Council.

There has been low growth in the use of the service in recent years. Reliability, frequency and cost are key factors limiting uptake.

We are keen to trial a lower cost service and propose to introduce a capped fare at weekends in the lead-up to Christmas. We have allocated \$200,000 towards this programme.

We also propose to part-fund a discount scheme for tertiary student bus fares. The project aims to enable more tertiary students to travel by bus. We've set aside \$75,000 for the service and expect to see contributions from the regional council and support from the universities.

### **Vehicle network**

Improvements to the vehicle network are also needed. We support NZTA's programme for Wellington, which aims to unlock the city's economic potential by improving transport routes into the city, and from the city to the airport. One of our top priorities will be to find a solution to Basin Reserve traffic congestion in a way that supports increased traffic flow while meeting community aspirations. The programme also includes duplicating or widening the Mount Victoria and Terrace tunnels.

Land transport initiatives are funded by Greater Wellington Regional Council, NZTA, the Council, and users.

Other priorities include:

- Improving vehicle access to the Port of Wellington
- Installing high-efficiency LED street lighting throughout the city to reduce energy use and ongoing costs. We have set aside \$200,000 to further develop this initiative
- Installing parking sensors to provide better parking information to support possible policy changes including flexible pricing. The cost of full implementation is approximately \$1.5 million, with expected savings of \$8 million over 10 years.

### **Urban regeneration**

Although Wellington has a vibrant Central Business District, parts of the inner city remain underdeveloped. Fragmented ownership and a shortage of capital combine to slow development that could otherwise unlock economic potential and bring social and environmental benefits.

Of particular significance is the 'growth spine', linking the northern suburbs to the central city, the Basin Reserve, Newtown and Kilbirnie. By focusing future development along this spine, we can significantly increase housing supply and create vibrant, new, mixed-use city and suburban areas.

Focusing growth is also better for the environment, as it ensures that land is used efficiently, and reduces dependence on private cars.

In coming years, key projects will include:

- Redeveloping the north end of Adelaide Road into a vibrant, mixed-use neighbourhood with high quality public spaces, rapid bus links, and new developments featuring apartments, workplaces, shops and cafes
- Redeveloping Kent and Cambridge Terraces, with planting and streetscape improvements to give the Central Business District a 'green edge' to improve connections between the waterfront, Central Business District and the Pukeahu National War Memorial Park and to provide for more apartment and retail/commercial development.

Other urban development initiatives include:

- Upgrading inner-city walkways to make them safer, more vibrant and attractive
- Establishing a \$600,000 'tactical urbanism' fund to support small-scale urban regeneration projects such as pop-up parks and outdoor performance spaces.

These projects will build on the considerable work done in the last 10 years to upgrade the city's public spaces. These have included major projects such as the creation of Waitangi Park and Pukeahu National War Memorial Park, transformation of other waterfront spaces, the creation of several new inner city parks, and upgrades of Kilbirnie, Miramar and other town centres.

### **Urban regeneration agency**

To act as a catalyst for inner city regeneration, the Council is exploring opportunities to establish an urban development agency. This organisation would play an active role in regenerating the city.

Urban development agencies have proved successful internationally at driving urban regeneration. The success of Wellington's waterfront also shows the benefits of having a single organisation coordinating city development while working in partnership with other investors.

Establishing such an agency could allow us to:

- Speed up inner city regeneration
- Focus growth in targeted areas with strong transport links and other infrastructure
- Ensure that development aligns with other social, economic and environmental priorities
- Protect heritage through targeted investment and strengthening of earthquake-prone buildings.

### **Protecting Wellington's heritage buildings**

Heritage buildings make an important contribution to the city's character, but many require strengthening to make them safe in earthquakes. We support building owners by providing grants for earthquake strengthening. Over the next three years we will provide \$3 million to the Built Heritage Incentive Fund to increase the number of buildings that are being strengthened.

We will also undertake a heritage audit /study of Mt Victoria in 2015/16.

### **City resilience**

Our work to improve the resilience of the city (and region) will continue over the period of this Long-term Plan. Many actions are now largely 'business-as-usual' including ongoing upgrades of key infrastructure, assessment of earthquake-prone buildings, planning for emergency response and restoration of key lifelines, and planning for hazards and climate change. A new focus area will be the development of a comprehensive resilience strategy for the city's infrastructure and communities, including a particular focus on ensuring the city's economic resilience.

### **Revitalising the Civic Precinct and strengthening the Town Hall**

The Civic Precinct is an important hub of Wellington's civic and cultural life. Several of the precinct's buildings now require strengthening to bring them closer to modern earthquake standards.

This creates an opportunity to refurbish and revitalise Civic Square, opening it up to a wider range of uses and improving links with surrounding buildings and streets to

make the square more lively and attractive. Key aspects of the plan include:

- Earthquake-strengthening the Town Hall, the Central Library, the office buildings currently occupied by the Council, and possibly the Capital E space
- Establishing a national music hub in the Town Hall and Michael Fowler Centre and potentially other spaces in the precinct
- Leasing Jack Ilott Green and the Michael Fowler Centre car park sites (and possibly the Municipal Office Building) long-term to allow construction of new buildings or site redevelopment, with income used to offset earthquake-strengthening costs
- Upgrading civic square and improving links with surrounding streets, and where possible providing green open space in the Civic Square precinct to compensate for the loss of Jack Ilott Green.

The proposed lease of the Town Hall, Jack Ilott Green and Michael Fowler Centre car park (and possibly the Municipal Office Building) will require specific Council approval.

### **Cheering up the streets and laneways**

We are working with others to increase levels of economic activity and pedestrian movement along inner city lanes and streets.

The works will include physical improvements such as lighting in key locations and a rolling programme of low-cost, pop-up activities at changing locations across the city. Improvements to Lombard Lane are part of this wider programme of street and laneway upgrades and \$1.5 million has been budgeted in 2016/17 for this work.

### **Waterfront Development Plan and Frank Kitts Park**

A three-year Waterfront Development Plan is in our Long-term Plan. Key aspects of the plan include:

- Frank Kitts Park - we are redeveloping the park, re-orienting its focus towards the harbour and integrating a long-planned Chinese Garden. The park, which will retain the name Frank Kitts Park, will include large areas of open lawn, along with a much-improved children's play area. We have budgeted \$5.5 million for the project
- North Kumototo - completion of the development of the North Kumototo public space and building on site 10
- Outer T - develop a purpose built commercial helicopter facility on the southern end of the Queens Wharf outer T

Refer to the Waterfront Development Plan in the appendices for more information.

### Medium-density housing

The Council has already created medium-density residential zones in Johnsonville and Kilbirnie. Consultation with residents in Karori and Tawa will determine the extent to which medium-density housing may be suitable for those communities.

We are working with the local communities to identify aspects of the town centres which could be improved to better accommodate an increased population. Benefits could include increased housing supply, choice and affordability, improved use of public transport, walking and cycling, and optimised use of existing infrastructure and facilities.

More detailed information on our urban development projects and programmes is in the Council's Urban Growth Plan at [wellington.govt.nz/your-council/plans-policies-and-bylaws/policies](http://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies).

## 1<sup>st</sup> place

In a 2014 survey of six NZ cities, Wellington residents were much more likely than residents of other cities to:

- perceive their city and local area as great places to live
- be proud of the look and feel of their city and local area
- be positive about their city's urban design, including the quality of buildings and public spaces.

Wellingtonians use public transport more often, and private cars less often, than residents of other cities.

## URBAN DEVELOPMENT - GROUP OF ACTIVITIES

GROUP OF ACTIVITIES	RATIONALE	SERVICE OFFERING	NEGATIVE EFFECTS
<p><b>6.1 Urban planning, heritage and public spaces development (including Waterfront development)</b></p> <p>6.1.1 Urban planning and policy development</p> <p>6.1.2 City shaper development</p> <p>6.1.3 Public spaces and centres development</p> <p>6.1.4 Built heritage development</p>	<p>Smart growth/ urban containment</p> <p>Resilience</p> <p>Character protection</p>	<ul style="list-style-type: none"> <li>Guiding where and how the city grows through the District Plan</li> <li>Maintaining Wellington's sense of place and pride by preserving the city's heritage and developing public spaces including the waterfront</li> <li>Key projects include: <ul style="list-style-type: none"> <li>Frank Kitts Park upgrade</li> <li>Adelaide Road regeneration</li> <li>Kent and Cambridge Terraces urban regeneration project</li> </ul> </li> </ul>	<p>Population growth and urban development, if not well managed, can have negative effects on a city's environment and on social well-being. Left unchecked, growth can result in a reduction of open and green spaces with consequences for recreational opportunities, amenity and even some ecosystems.</p> <p>Development in the wrong areas, or the wrong types of development, can place strain on infrastructure and reduce people's ability to access services and enjoy the opportunities the city offers. Poorly-planned growth and poor development and construction of individual buildings can reduce the attractiveness of the city and the 'sense of place' that people identify with and it can have a direct impact on people's safety. As explained above, we aim to avoid or mitigate these negative effects by guiding future development into areas where the benefits are greatest and the negative effects least.</p> <p>The tools we use include planning, working with landowners, direct investment in development of public spaces, and using our regulatory powers under legislation such as the Building Act and Resource Management Act.</p>
<p><b>6.2 Building and development control</b></p> <p>6.2.1 Building control and facilitation</p> <p>6.2.2 Development control and facilitation</p> <p>6.2.3 Earthquake risk mitigation - built environment</p>		<ul style="list-style-type: none"> <li>Ensuring building are safe in accordance with the Building Act</li> <li>Ensuring natural resources are used sustainably in line with the Resource Management Act</li> </ul>	<p>These activities exist to mitigate and manage risks from development, construction, weather-tight building problems and from earthquakes.</p> <p>Development and construction, if not well managed, can have negative effects on a city's environment and on social well-being, and on the safety of individuals.</p> <p>Development in the wrong areas, or the wrong types of development, can place strain on infrastructure and reduce people's ability to access services and enjoy the opportunities the city offers.</p> <p>Poorly-planned growth, and poor development and construction of individual buildings, can reduce the attractiveness of the city and the 'sense of place' that people identify with and it can have a direct impact on people's safety.</p> <p>Our quake-prone building assessment programme is focused on ensuring quake-prone buildings are strengthened to required standards to ensure the safety of those that occupy the building and its surrounds</p>

## URBAN DEVELOPMENT - PERFORMANCE MEASURES

### URBAN DEVELOPMENT

<b>Objectives</b>	<p><b>Smart growth/urban containment</b></p> <p><b>Resilience</b></p> <p><b>Character protection</b></p>
<b>Outcome indicators</b>	<p>Residents' perceptions that Wellington is a great place to live, work and play</p> <p>Value of residential and commercial building consents</p> <p>Population - growth and density (central city, growth spine)</p> <p>Residents' perceptions of the city centre as an easy place to get to, use and enjoy</p> <p>Residents' perceptions of urban design/urban form safety issues (i.e. graffiti, vandalism, poorly-lit public spaces etc.)</p> <p>Building density throughout the city</p> <p>Proportion of houses within 100 metres of a public transport stop</p> <p>Residents' perceptions that heritage items contribute to the city and local communities' unique character</p> <p>New Zealanders' perceptions that Wellington is an attractive destination</p>

#### 6.1 Urban planning, heritage and public spaces development (including Waterfront development)

6.1.1 Urban planning and policy development

6.1.2 City shaper development

6.1.3 Public spaces and centres development

6.1.4 Built heritage development

PURPOSE OF MEASURE	PERFORMANCE MEASURE	2015/16	2016/17	2017/18	2018-25
To measure the quality of our urban planning, heritage protection and development work	Residents (%) who agree the city is developing in a way that maintains high quality design	Baseline	Increase from previous year	Increase from previous year	Increasing trend
	District Plan listed items that are removed or demolished	Nil	Nil	Nil	Nil
	Residents (%) who agree the central city is lively and attractive	87%	87%	87%	87%
	Residents (%) who agree their local suburban centre is lively and attractive	60%	60%	60%	60%
	Residents (%) who rate their waterfront experience as good or very good	90%	90%	90%	90%
	The proportion of grants funds successfully allocated (through milestones being met)	95%	95%	95%	95%
	Residents (%) who agree heritage items are appropriately valued and protected	65%	65%	65%	65%

## 6.2 Building and development control

### 6.2.1 Building control and facilitation

### 6.2.2 Development control and facilitation

### 6.2.3 Earthquake risk mitigation - built environment

PURPOSE OF MEASURE	PERFORMANCE MEASURE	2015/16	2016/17	2017/18	2018-25
To measure the timeliness of our building and development control services	Building consents issued within 20 working days	100%	100%	100%	100%
	Code of Compliance certificates issued within 20 working days	100%	100%	100%	100%
	Land Information Memorandums (LIMs) issued within 10 working days	100%	100%	100%	100%
	Resource consents (non-notified) issued within statutory timeframes	100%	100%	100%	100%
	Resource consents that are monitored within 3 months of project commencement	90%	90%	90%	90%
	Subdivision certificates - Section 223 certificates issued within statutory timeframes	100%	100%	100%	100%
	Noise control (excessive noise) complaints investigated within one hour	90%	90%	90%	90%
	Environmental complaints investigated within 48 hours	98%	98%	98%	98%
	Customers (%) who rate building control services as good or very good	70%	70%	70%	70%
	Building Consent authority (BCA) accreditation retention (2-yearly)	To retain	n/a	To retain	To retain (2-yearly)
	Earthquake prone building notifications (section 124) (%) that are issued without successful challenge	95%	95%	95%	95%
To measure the quality of our building and development control services	Customers (%) who rate building control services as good or very good	70%	70%	70%	70%
	Building consent authority (BCA) accreditation retention (2-yearly)	To retain	n/a	To retain	n/a
To measure our progress on earthquake risk mitigation	Earthquake prone building notifications (section 124) (%) that are issued without successful challenge	95%	95%	95%	95%

## URBAN DEVELOPMENT - ACTIVITY BUDGET

<b>6.1 URBAN PLANNING, HERITAGE AND PUBLIC SPACES DEVELOPMENT</b>	<b>2014/15 AP 2014/15 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2015/16 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2016/17 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2017/18 GROSS EXPENDITURE</b>	<b>2015-25 LTP 10-YEAR TOTAL GROSS EXPENDITURE</b>
<b>Operating expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
6.1.1 - Urban planning and policy	1,819	2,277	2,217	1,995	22,256
6.1.2 - Waterfront development	11,226	972	991	1,011	11,131
6.1.3 - Public spaces and centres development	1,763	2,169	2,148	2,185	22,427
6.1.4 - Built heritage development	1,026	1,498	2,007	1,767	12,875
<b>Total operating expenditure</b>	<b>15,834</b>	<b>6,916</b>	<b>7,363</b>	<b>6,958</b>	<b>68,689</b>
<b>Capital expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
6.1.1 - Urban planning and policy	-	-	-	-	-
6.1.2 - Waterfront development	2,712	6,843	7,105	4,184	56,657
6.1.3 - Public spaces and centres development	1,984	1,425	2,456	928	84,214
6.1.4 - Built heritage development	-	-	-	-	-
<b>Total capital expenditure</b>	<b>4,696</b>	<b>8,268</b>	<b>9,561</b>	<b>5,112</b>	<b>140,871</b>

  

<b>6.2 BUILDING AND DEVELOPMENT CONTROL</b>	<b>2014/15 AP 2014/15 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2015/16 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2016/17 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2017/18 GROSS EXPENDITURE</b>	<b>2015-25 LTP 10-YEAR TOTAL GROSS EXPENDITURE</b>
<b>Operating expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
6.2.1 - Building control and facilitation	12,801	13,809	14,012	13,646	148,600
6.2.2 - Development control and facilitation	5,728	5,981	6,112	6,221	67,628
6.2.3 - Earthquake risk mitigation - built environment	1,469	1,710	1,598	1,959	20,140
<b>Total operating expenditure</b>	<b>19,998</b>	<b>21,500</b>	<b>21,722</b>	<b>21,826</b>	<b>236,368</b>
<b>Capital expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
6.2.1 - Building control and facilitation	-	-	-	-	-
6.2.2 - Development control and facilitation	-	-	-	-	-
6.2.3 - Earthquake risk mitigation - built environment	17,651	5,940	6,502	26,108	69,715
<b>Total capital expenditure</b>	<b>17,651</b>	<b>5,940</b>	<b>6,502</b>	<b>26,108</b>	<b>69,715</b>

## TRANSPORT - GROUP OF ACTIVITIES

GROUP OF ACTIVITIES	RATIONALE	SERVICE OFFERING	NEGATIVE EFFECTS
<b>7.1 Transport</b>	Increased active mode share	<ul style="list-style-type: none"> <li>54 road bridges (road and pedestrian) and 5 tunnels</li> </ul>	<p>With any transport system, the potential negative effects are significant. In particular, there are environmental costs, ranging from air and noise pollution to surface water runoff from roads that may carry contaminants (by-products of tyres, brakes and engines and deposition from exhaust gases) into the stormwater system. This environmental impact is linked to the number of vehicles on the road, however the dominant impact is the surrounding land uses, which direct stormwater run-off to the road. There are also potential negative effects from individual projects: for example, construction of any new road has effects on neighbours and neighbourhoods.</p> <p>Dealing with these effects is complex. Some issues, such as vehicle emission standards, are properly dealt with at a national level. Others, such as air and water quality, are regional issues. Of those issues that can be dealt with at a local level, we seek to reduce the cause of the negative effects where possible. At present there are few statutory requirements for road controlling authorities to mitigate contaminants in road runoff before it is discharged to the receiving environment.</p> <p>This Council does monitor the effects of stormwater run-off on aquatic receiving environments to ensure that adverse effects are avoided, remedied or mitigated.</p> <p>Other potentially significant negative effects we must consider include:</p> <ul style="list-style-type: none"> <li>The timing of road works and other improvements. These can impact on local businesses but may also affect growth opportunities. Our transport planning is designed to minimise the impact and focus our work in growth areas.</li> <li>Safety. The transport network brings pedestrians, cyclists and vehicles together. This presents hazards to users. We've developed road safety programmes and design solutions to reduce the likelihood and severity of accidents.</li> </ul>
7.1.1 Transport planning		<ul style="list-style-type: none"> <li>2,397 walls, 450 bus shelters and 18,000 street lights</li> </ul>	
7.1.2 Vehicle network	Road safety	<ul style="list-style-type: none"> <li>24.3 km of cycle ways</li> </ul>	
7.1.3 Cycle network	Reliable transport routes	<ul style="list-style-type: none"> <li>858 km of pedestrian paths 680 km of road pavements</li> </ul>	
7.1.4 Passenger transport network		<ul style="list-style-type: none"> <li>132 km of handrails, guardrails and sight rails</li> </ul>	
7.1.5 Pedestrian network	Reduced emissions	<ul style="list-style-type: none"> <li>1500 hectares of road corridor land</li> <li>21,500 signs and traffic signals</li> </ul>	
7.1.6 Network-wide control and management		<ul style="list-style-type: none"> <li>Lincolnshire Farm link roads</li> <li>Cycleways</li> </ul>	
7.1.7 Road safety			
<b>7.2 Parking</b>	Enabling people to shop, work and access recreation activities	<ul style="list-style-type: none"> <li>12,000 on-street parking spaces, 3,400 of which are in the central city</li> <li>Street spaces for taxis, couriers, people with disabilities, bus stops and diplomatic services</li> <li>Managing off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square</li> </ul>	

**TRANSPORT - PERFORMANCE MEASURES**

TRANSPORT	
<b>Objectives</b>	<p><b>Increased active mode share</b></p> <p><b>Road safety</b></p> <p><b>Reliable transport routes</b></p> <p><b>Reduced emissions</b></p>
<b>Outcome indicators</b>	<p>Residents' perceptions that peak traffic volumes are acceptable</p> <p>Residents' perceptions that the transport system allows easy access to the city</p> <p>Residents' perceptions of quality and affordability of public transport services</p> <p>Air quality monitoring (i.e. nitrogen dioxide, carbon monoxide, and particulate matter peaks)</p> <p>Change from previous year in the number of road crashes resulting in fatalities and serious injury.*</p> <p>Social cost of crashes</p> <p>Residents perceptions of transport related safety issues (i.e. issues of most concern)</p> <p>Number of cyclists and pedestrians entering the CBD (weekdays)</p> <p>Residents (%) who agree the transport system allows easy movement around the city - vehicle users and pedestrians</p>

## 7.1 Transport

### 7.1.1 Transport planning

### 7.1.2 Vehicle network

### 7.1.3 Cycle network

### 7.1.4 Passenger transport network

### 7.1.5 Pedestrian network

### 7.1.6 Network-wide control and management

### 7.1.7 Road safety

PURPOSE OF MEASURE	PERFORMANCE MEASURE	2015/16	2016/17	2017/18	2018-25
To measure the quality and timeliness of the transport infrastructure and service	Residents condition (%) rating of the network - roads and footpaths (good or very good)	Roads 75%	Roads 75%	Roads 75%	Roads 75%
		Footpaths 75%	Footpaths 75%	Footpaths 75%	Footpaths 75%
	Requests for service response rate - urgent (within 2 hours) and non-urgent (within 15 days)*	Urgent 100%	Urgent 100%	Urgent 100%	Urgent 100%
		Non-urgent 100%	Non-urgent 100%	Non-urgent 100%	Non-urgent 100%
	Roads (%) which meet smooth roads standards (average quality of ride on sealed local road network, measured by Smooth Travel Exposure based on NAASRA counts)*	70%	70%	70%	70%
	Footpath (%) condition rating (measured against WCC condition standards)*	97%	97%	97%	97%
	Street lighting (%) for major roads (arterial, principal and collector roads) meets national standards)	100%	100%	100%	100%
	Residents' satisfaction (%) with street lighting in the central city and suburban areas	Central city 85%	Central city 85%	Central city 85%	Central city 85%
		Suburbs 75%	Suburbs 75%	Suburbs 75%	Suburbs 75%
	Sea wall and retaining wall condition rating - walls (%) rated 3 or better (1 very good, 5 very bad)	90%	90%	90%	90%
Percentage of the sealed local road network that is resurfaced*	10%	10%	10%	10%	

\*DIA Mandatory measure

## 7.2 Parking

### 7.2.1 Parking

PURPOSE OF MEASURE	PERFORMANCE MEASURE	2015/16	2016/17	2017/18	2018-25
To measure the quality of our parking provision	On-street car park turn-over rates - weekdays and weekends	Weekday 6.8	Weekday 6.8	Weekday 6.8	Weekday 6.8
		Weekend 5.2	Weekend 5.2	Weekend 5.2	Weekend 5.2
	On-street car park average occupancy	75%	75%	75%	75%
	On-street car park compliance - time restrictions and payment	Time 95%	Time 95%	Time 95%	Time 95%
		Payment 90%	Payment 90%	Payment 90%	Payment 90%
	Residents' perceptions (%) that parking enforcement is fair	Increase from previous year			

## TRANSPORT - ACTIVITY BUDGET

<b>7.1 RECREATION PROMOTION AND SUPPORT</b>	<b>2014/15 AP 2014/15 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2015/16 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2016/17 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2017/18 GROSS EXPENDITURE</b>	<b>2015-25 LTP 10-YEAR TOTAL GROSS EXPENDITURE</b>
<b>Operating expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
7.1.1 - Transport planning	1,108	1,144	817	712	6,660
7.1.2 - Vehicle network	23,136	22,645	23,543	25,858	301,520
7.1.3 - Cycle network	692	1,660	1,803	2,371	28,455
7.1.4 - Passenger transport network	1,612	1,720	4,036	1,653	22,315
7.1.5 - Pedestrian network	6,579	6,548	6,583	7,018	79,088
7.1.6 - Network-wide control and management	6,285	6,799	6,874	7,040	72,621
7.1.7 - Road safety	5,971	6,095	6,067	6,325	68,712
<b>Total operating expenditure</b>	<b>45,383</b>	<b>46,611</b>	<b>49,721</b>	<b>50,977</b>	<b>579,372</b>
<b>Capital expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
7.1.1 - Transport planning	-	-	-	-	-
7.1.2 - Vehicle network	24,565	23,017	19,479	25,300	286,755
7.1.3 - Cycle network	4,352	5,673	12,001	17,071	57,704
7.1.4 - Passenger transport network	161	145	902	1,140	22,859
7.1.5 - Pedestrian network	3,851	4,583	3,851	5,269	60,631
7.1.6 - Network-wide control and management	2,055	2,804	1,230	1,275	16,013
7.1.7 - Road safety	2,729	2,352	3,360	2,973	36,933
<b>Total capital expenditure</b>	<b>37,713</b>	<b>38,573</b>	<b>40,823</b>	<b>53,028</b>	<b>480,895</b>
<b>7.2 PARKING</b>	<b>2014/15 AP 2014/15 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2015/16 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2016/17 GROSS EXPENDITURE</b>	<b>2015-25 LTP 2017/18 GROSS EXPENDITURE</b>	<b>2015-25 LTP 10-YEAR TOTAL GROSS EXPENDITURE</b>
<b>Operating expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
7.2.1 - Parking	11,936	13,404	13,358	13,619	154,210
<b>Total operating expenditure</b>	<b>11,936</b>	<b>13,404</b>	<b>13,358</b>	<b>13,619</b>	<b>154,210</b>
<b>Capital expenditure</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>	<b>(\$000)</b>
7.2.1 - Parking	180	1,449	496	298	8,842
<b>Total capital expenditure</b>	<b>180</b>	<b>1,449</b>	<b>496</b>	<b>298</b>	<b>8,842</b>

## Council Controlled Organisations

In order to achieve our objectives for Wellington we have established several companies and trusts. These organisations were set up to independently manage Council facilities, or to deliver significant services and undertake developments on behalf of the Wellington community. The following table explains what the organisations do and how their performance is measured.



### WELLINGTON REGIONAL STADIUM TRUST

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>All of the trustees are jointly appointed by the Council and Greater Wellington Regional Council (GWRC).</p> <p>As at <b>1 July 2015</b>, they are John Shewan (Chair), Councillor Nigel Wilson (GWRC), Therese Walsh, Susan Elliott, Steven Fyfe, Mark McGuinness, Rachel Taulelei and Councillor Simon Marsh (WCC).</p> <p>The Chief Executive is Shane Harmon.</p>	<p>The Wellington Regional Stadium Trust owns, operates and maintains the Stadium as a high quality multi-purpose sporting and cultural venue. It provides facilities to be used for rugby, cricket and other sports codes, musical and cultural events, and other users including sponsors and event and fixture organisers.</p>	<p>Operates the Stadium.</p> <p>Manages the event programme and seeks opportunities to provide regular quality events.</p> <p>Ensures the Stadium is provided to the community for appropriate usage.</p> <p>Administers the Trust assets and the Stadium on a prudent commercial basis.</p>	<p>Number of events.</p> <p>Total revenue.</p> <p>Event revenue.</p> <p>Net surplus.</p>

*Note: the Wellington Regional Stadium Trust is not formally defined as a Council Controlled Organisation. This plan for their activities is presented to recognise the interest that Wellington city ratepayers have in the Trust and its activities.*



## WELLINGTON REGIONAL ECONOMIC DEVELOPMENT AGENCY

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>WREDA is the new regional economic development agency for the lower North Island, combining the economic development activities of Wellington City Council and the Greater Wellington Regional Council into one organisation.</p> <p>The Wellington City Council is an 80% shareholder, and the Greater Wellington Regional Council is a 20% shareholder</p> <p>As at <b>1 July 2015</b>, the board members are Peter Biggs (Chair), Helen Anderson, Matt Clarke, Sarah Gibbs, Prof. Grant Guilford, Richard Laverty, Paul Mersi, Thomas Pippas and Lorraine Witten.</p> <p>The Chief Executive is Chris Whelan.</p>	<p>WREDA is a new economic development agency that brings together the region's economic development agency (Grow Wellington) with existing city tourism (Positively Wellington Tourism) and venues (Positively Wellington Venues) agencies, and the Wellington City Council's major events activities.</p> <p>The benefits to the region of a single agency include: one voice, clearer focus, better use of resources, and improved scale and capacity.</p>	<p>Per the WREDA final SOI.</p>	<p>Per the WREDA final SOI.</p>

## WELLINGTON MUSEUMS TRUST

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>All trustees are appointed by the Council.</p> <p>As at <b>1 July 2015</b>, they are Quentin Hay (Chair), Councillor Nicola Young, Jackie Lloyd, Rachel Farrant, and Jill Wilson.</p> <p>The Chief Executive is Pat Stuart.</p>	<p>The Wellington Museums Trust (WMT) was established in 1995 to promote and manage the City Gallery Wellington, the Museum of Wellington City and Sea, the Colonial Cottage, Capital E, the Wellington Cable Car Museum, and the Carter Observatory.</p> <p>WMT manages its facilities, establishes exhibition programmes and education policies for its facilities, and develops acquisition, deaccession and collection development policies for its collections and artefacts.</p>	<p>Deliver high quality experiences, events and exhibitions at its facilities.</p> <p>Manage conservation and care for the objects of its collections, and conduct research and development to enhance visitors' experiences.</p> <p>Offer quality education experiences to children and young people.</p> <p>Promote and protect the heritage of venues.</p> <p>Work with national and international artists and collectors.</p>	<p>Attendance:</p> <ul style="list-style-type: none"> <li>• City Gallery</li> <li>• Capital E</li> <li>• Museum of Wellington</li> <li>• Cable Car Museum</li> <li>• Carter Observatory.</li> </ul> <p>Subsidy per visitor.</p> <p>Revenue per visitor.</p> <p>Total ownership cost to Council.</p> <p>Percentage of visitors who rate the quality of their experience as good or very good.</p> <p>Percentage of visitors that are repeat visitors.</p>



## WELLINGTON CABLE CAR LIMITED

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>The Council is the 100% shareholder in this company and appoints all of the directors.</p> <p>As at <b>1 July 2015</b>, they are Council officers Anthony Wilson and Andy Matthews.</p> <p>The Chief Executive is Simon Fleisher.</p>	<p>Wellington Cable Car Limited owns and operates the Cable Car.</p> <p>It also owns and maintains the overhead wiring system for the trolley bus passenger network which services the city.</p>	<p>Maintain the cable cars and associated track, plant, tunnels, bridges and buildings in accordance with best engineering practice, and to meet the certification requirements of the New Zealand Transport Agency.</p> <p>Market and manage the cable car passenger service operation.</p> <p>Manage the contract for the inspection, maintenance and repair of the trolley bus overhead wiring system.</p>	<p>Cable car passenger numbers.</p> <p>Cable car service reliability.</p> <p>Percentage of users who rate the standard and operational reliability of the Cable Car as good or very good.</p> <p>Net surplus.</p>



**WELLINGTON WATER LIMITED**

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>Wellington Water was established in September 2014 and was formed by the merger of Greater Wellington Regional Council's water supply group with Capacity Infrastructure Services, which was owned by Hutt, Porirua, Upper Hutt and Wellington city councils. The five local authorities are joint and equal owners of Wellington Water.</p> <p>Each council owns its respective water, stormwater and wastewater assets and determines the level and standard of services to be provided to its customers and ratepayers.</p> <p>As at <b>1 July 2015</b>, the Directors are John Strahl (Chair), Nicki Crauford, Ian Hutchings, Cynthia Brophy, David Wright and Raveen Jaduram.</p> <p>The Chief Executive is Colin Crampton.</p>	<p>To manage the provision of water services (water supply, storm water and wastewater) to the residents and businesses in the areas served by its customers.</p> <p>Wellington Water's shareholders are Wellington City Council, Hutt City Council, Porirua City Council, Upper Hutt City Council and the Greater Wellington Regional Council.</p>	<p>Provide high quality, safe and environmentally sustainable services to shareholding councils and other customers with a focus on contracted service delivery for the operation, maintenance and on-going development of drinking water, storm water and waste water assets and services, and asset management planning.</p>	<ul style="list-style-type: none"> <li>• Provide a reliable water supply, wastewater and stormwater management service.</li> <li>• Deliver budgeted capital expenditure projects for its shareholding councils.</li> <li>• Deliver budgeted operating and maintenance activities for its shareholding councils.</li> <li>• Comply with relevant standards, legislation and resource consents.</li> </ul>



## WELLINGTON ZOO TRUST

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>The Wellington Zoo Trust was established on 1 July 2003 and all of the trustees are appointed by the Council.</p> <p>As at <b>1 July 2015</b>, they are Ross Martin (Chair), Frances Russell, Linda Meade, Raewyn Bleakley, Craig Ellison, and Councillor Sarah Free.</p> <p>The Chief Executive is Karen Fifield.</p>	<p>The Wellington Zoo Trust manages the assets and operations of Wellington Zoo for the benefit of the residents of Wellington and visitors to the city. It promotes species conservation, educates the community by building an awareness of plant and animal species, and supports the conservation and educational activities of other organisations.</p>	<p>Cares for resident animals and manages the animal collection.</p> <p>Provides a high-quality visitor experience.</p> <p>Participates in captive management breeding and breed-for-release programmes.</p> <p>Develops and maintains high quality animal exhibits.</p> <p>Delivers educational material and learning experiences.</p> <p>Contributes to zoological, conservation and facilities management research projects.</p>	<p>Number of visitors.</p> <p>Conservation Programme Managed Species (% of total collection).</p> <p>Average WCC subsidy per visitor.</p> <p>Total ownership cost to Council.</p> <p>Average income per visitor.</p> <p>Ratio of generated Trust income as % of WCC grant.</p>



## BASIN RESERVE TRUST

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>There are four trustees, of whom two are appointed by the Council and two by Cricket Wellington.</p> <p>As at <b>1 July 2015</b>, the two trustees appointed by the Council are Councillor Paul Eagle and Sir John Anderson (Chair). The two trustees appointed by Cricket Wellington are Mike Horsley and John Greenwood.</p> <p>The Chief Executive is Peter Clinton.</p>	<p>The Basin Reserve Trust manages and operates the Basin Reserve to continue to attract national and international sporting events to Wellington.</p>	<p>Manages the Basin Reserve for recreational activities and the playing of cricket for the residents of Wellington.</p> <p>Contributes to the events programme for Wellington.</p> <p>Operates as a successful not-for profit undertaking.</p> <p>Preserves and enhances the heritage value of the Basin Reserve.</p>	<p>Number of events:</p> <ul style="list-style-type: none"> <li>• Cricket</li> <li>• Other sports</li> <li>• Community.</li> </ul> <p>Number of event days:</p> <ul style="list-style-type: none"> <li>• Cricket</li> <li>• Other sports</li> <li>• Community.</li> </ul> <p>Attendance figures</p>

# Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

## LAMBTON HARBOUR MANAGEMENT LIMITED (TRADING AS WELLINGTON WATERFRONT LIMITED)

STRUCTURE	OBJECTIVES	ACTIVITIES	PERFORMANCE INDICATORS
<p>The Council is the 100% shareholder in this company and appoints all of the directors.</p> <p>As at <b>1 July 2015</b>, they are council officers Kevin Lavery (chair), Derek Fry, Andy Matthews and Greg Orchard.</p> <p>On 1 April 2014, the external Board of Wellington Waterfront Limited was disestablished.</p>	<p>Wellington Waterfront Limited holds the assets of the Wellington Waterfront project (as defined in the Wellington Harbour Board and Wellington City Council Vesting and Empowering Act 1987) as bare Trustee for the Council.</p>	<p>Since 1 July 2014, Wellington Waterfront Limited has functioned as a holding company for Waterfront assets.</p>	<p>Not Applicable.</p> <p>On 30 June 2014 the Council terminated the management agreement with Wellington Waterfront Limited that appointed it as the implementation agency for the waterfront.</p>

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# Wellington Waterfront Development Plan - three years (2015/16-2017/18)

## CONTEXT

The Waterfront Development Plan (WDP) outlines the Council's work programme to implement the objectives of the Wellington Waterfront Framework (2001)<sup>1</sup>. The WDP is required by the Framework and is the way the Council develops the work plan for the waterfront and approves funding for the waterfront project.

The Framework requires transparency and a willingness to engage with the public about how the waterfront is developed. A balance must be set between making good progress on the waterfront and providing the public with sufficient opportunity to be involved. The Council consulted on the draft WDP (alongside the 2015-25 draft LTP) to obtain community feedback and views on its plans for the waterfront and associated funding, before agreeing this plan.

For projects that are at an early or investigative stage, there will be further opportunity for consultation and obtaining feedback and views prior to the Council making a final decision on whether a particular project will proceed. In addition, most applications for resource consent are publicly notified so that provides a further opportunity for public engagement and input.

Implementation of the WDP is the responsibility of City Shaper (and other Council business units). City Shaper is a Council business unit which was established following the decision by the Council in December 2013 to bring the implementation of the waterfront project in-house from 1 July 2014. This was given effect by terminating the management agreement the Council had with Wellington Waterfront Ltd (WWL) and transferring the staff of WWL to the Council.<sup>2</sup>

This WDP covers the three-year period from 1 July 2015. This 3 year plan will be reviewed annually (i.e. in years 2 and 3 as part of the 2016/17 and 2017/18 Annual Plans).

## WHAT IS PLANNED FOR THE NEXT THREE YEARS

There are many proposed and on-going projects, all with different complexities, and in some cases, the potential to be interrelated. Some work needs to be done sequentially

because of physical requirements to maintain the waterfront experience as much as possible during construction or to coincide with neighbouring development activities. There may sometimes be financial implications that justify undertaking one piece of work before another. Further, sufficient flexibility must be built in to respond to good ideas or proposals in a timely manner, should they arise.

The following **key projects** are planned for the next three years.

### The Promenade

Development of the promenade as the spine that connects the waterfront is on-going. The proposed redevelopment of the north Kumutoto public space which will coincide with the proposed redevelopment of site 10 will not only significantly improve the promenade for pedestrians and cyclists but also improve connectivity with CentrePort and the stadium to the north.

Subject to resource consent for the site 10 building and adjacent public space including the promenade being obtained, works will commence in 2016/17 and be completed in 2017/18.

Refer to north Kumutoto below for further detail, including budget amounts.

### Seawall and wharf maintenance

Many of the waterfront's wharves are timber structures that are over 100 years old and require periodic maintenance to ensure they are kept to a satisfactory standard to provide sufficient levels of service appropriate to their use.

Seawalls are also critical assets and many of which date back to the early 1900's are heritage listed as important links with Wellington's past. The redevelopment of public space on the waterfront often provides the opportunity to undertake remedial work identified in periodic condition surveys these assets.

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1 The principles and objectives of the Wellington Waterfront Framework were reviewed by the Council in 2011 and endorsed as still being a relevant and appropriate blueprint for the future of the waterfront.

2 Wellington Waterfront Ltd remains a Council controlled organisation and owns the Waterfront assets which it holds on trust for Wellington City Council.

Further maintenance of these essential elements of the waterfront is planned for each of the next three years with an allocated budget sum of \$2.839 million.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$329	\$850	\$1,660

### Waitangi Precinct

The redevelopment of Clyde Quay Wharf and public space will be all but complete as we enter the 2015/16 financial year.

### Taranaki Street Wharf Precinct

The provision of a public toilet and change facility is proposed in 2015/16 to complement the popular jump platform.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$400	\$0	\$0

### Frank Kitts Park Precinct

Successive Waterfront Development Plans since 2007 have signalled the redevelopment of Frank Kitts Park.

The Council approved the Garden of Beneficence design for the proposed redevelopment of Frank Kitts Park in December 2007. The design includes the redevelopment of the children's playground, the Main Lawn and construction of the Chinese Garden, subject to the Wellington Chinese Garden Society (WCGS) meeting the costs of the Chinese Garden and Council costs. The project did not progress due to the global financial crisis and delays in the WCGS's fundraising.

The Council will implement the agreed Garden of Beneficence concept design which redevelops Frank Kitts Park with three key components - the Chinese Garden, the Main Lawn and the Children's Playground. We will first move to develop a design and apply for resource consent. The developed design will incorporate and address the feedback from consultation on the design, the issues highlighted below and the recommendations from Council's Technical Advisory Group.

- *Chinese Garden* - the Wellington Chinese Garden Society and sister cities Beijing and Xiamen are funding the Chinese garden element of the project.
- *Children's Playground* - revision of the children's playground design was referred to user group consultation and feedback in mid-2014 and resulting suggested improvements will be incorporated at the detailed design stage.
- *The Main Lawn* - further consideration will be given to the central Main Lawn area ensuring appropriate integration with the playground and Chinese garden, including spaces that are protected from weather elements to optimise casual lunchtime use as well as suitable events space.

Resource consent for the redevelopment of Frank Kitts Park will be applied for in the first half of the 2015/16 year and construction is likely to be undertaken over the 2015/16 and 2016/17 years.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$3,500	\$2,050	\$0

### Queens Wharf Precinct

Master planning for this area was completed and presented to the Council in 2011. With the exception of conversion of Shed 6 to the temporary convention centre, nothing has been progressed in the intervening period. The external refurbishment of shed 6 and TSB Arena will be completed in the 2015/16 financial year.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$2,300	\$0	\$0

Investigations into the establishment of more recreational activities in the Shed 6 harbour basin are ongoing.

Appropriate opportunities to breathe new life into Shed 1, the north end of Shed 6 and the outer-T of Queens Wharf will be sought.

The long established Helipro commercial helicopter business based in Shed 1 and the outer-T was placed in receivership in November 2014. Following a competitive selection process in early 2015, the Council has selected Garden City Helicopters as the operator from the outer-T. We are proposing a purpose-built helicopter facility on the southern end of the outer-T along the lines of what was proposed in the 2009 Blue Skies Ideas Competition. Prior to proceeding with this proposal, the Council will approve the design, lease and commercial terms.

### Kumutoto Precinct

Following the Council's approval of the development and lease agreement for sites 9 and 10 and subject to the successful outcome of the resource consent application, detailed development of the design of the public space will commence in 2015/16. Construction of the public space is likely to commence in 2016/17 approximately 6 - 9 months after the proposed commencement of construction of the site 10 building.

During the developer selection process, no proposals for site 9 were recommended to the Council by the previous WWL board and TAG. As a consequence, in conjunction with the development agreement for site 10, Willis Bond has a two-year option to submit a suitable development proposal for WCC consideration. However, if the Council wishes to progress development plans for site 9 before the end of the two-year period, there is a mechanism to do this. All future proposals for site 9 will be subject to public consultation and Council approval.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$0	\$3,075	\$2,100

### Motorhome Park

The proposed relocation of the Wellington Waterfront Motorhome Park to adjacent CentrePort- owned land to enable redevelopment of site 10 has been allowed for in the 2015/16 year.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$350	\$0	\$0

### Film Museum

Investigations into the development and feasibility of a movie museum on the waterfront as a major Wellington attraction are ongoing and if this progresses, there will be public consultation as required by the Wellington Waterfront Framework.

#### Other capital renewals and general planning

An ongoing programme of repairs and maintenance, capital expenditure and renewals relating mainly to addressing seismic and resilience issues, public space lighting, bridge painting and historic wharf cranes repainting will be ongoing throughout the period in accordance with our Asset Management Plan.

CAPEX BUDGET (\$000):	2015/16	2016/17	2017/18
	\$560	\$308	\$210

## HOW WE'LL MEASURE OUR PERFORMANCE

The overall success of the waterfront will be measured by the achievement of the principles and objectives outlined in the Waterfront Framework.

The framework has set seven objectives for the waterfront.

- The waterfront is locally and internationally recognised for its design.
- The waterfront is readily accessible to all people.
- The waterfront is and is perceived to be, safe at all times.
- The waterfront is seen as an attractive place that draws Wellingtonians and visitors alike.
- The waterfront successfully caters for a wide range of events and activities.
- Significant heritage buildings are protected on the waterfront.
- Activities on the waterfront are integrated with those on the harbour.

Periodic independent surveys of public opinion consistently show satisfaction and approval ratings in excess of 90%. We will continue to strive to maintain and improve these ratings.

Design outcomes will continue to be monitored by the Council's Technical Advisory Group, an independent provider of design advice for the Council. Drawing on the architecture, landscape architecture and urban design expertise of its members, TAG ensures that the Framework principles have been applied consistently in the design of buildings and public space.<sup>3</sup>

We will also continue to place increased emphasis on our place-making activities to create an even stronger sense of place through:

- A diverse offering of activities and development
- Improved access along the waterfront and between the city and the harbour
- An evolving waterfront experience that is mindful of its historic past and its future
- A consultative process that encourages participation by interested and affected groups and individuals.

<sup>3</sup> TAG was appointed by Council in 2001 to ensure that Council decisions comply with the Framework. TAG has specific advisory and recommendatory roles and functions and is also delegated decision-making on certain public space proposals.

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## Statement of city housing portfolio assessment framework<sup>4</sup>

The Council is undertaking a significant upgrade of its social housing stock. This will require administrative decisions from time to time in relation to the disposal and reinvestment back into the housing portfolio.

The Council manages its City Housing Portfolio using the 'City Housing Portfolio Assessment Framework' (2014). The Council is committed by the 2008 Deed of Grant with the Crown to remain in social housing at approximately the same levels until June 2038 and ring-fence all income from its social housing activity for reinvestment back into the asset. All proceeds from the sale of social housing assets must be reinvested in the social housing portfolio.

The City Housing Portfolio Assessment Framework allows the Council to objectively assess and compare properties in the Council's present and potential future portfolio, in order to meet Council's strategic objectives. The Framework is based on a number of asset related principles:

- Location - Housing should be well located - i.e. close to public transportation routes and essential services
- Design - Housing should be maintained and renewed to contemporary, functional design standards in terms of access, aspect, security, use of space, health and safety, energy efficiency and use of materials
- Stock matched to demand - City Housing should be able to respond to demand from different sized and type of households
- Adaptability - Housing should be capable of responding to the needs of people with different cultural backgrounds, different physical abilities etc.
- Value retention - The Council's investment in housing should retain value over time.

The Community, Sport and Recreation Committee (or such other Committee that may have the form and function of the present Community, Sport and Recreation Committee) has been delegated the power to make decisions under the City Housing Portfolio Assessment Framework provided that:

- a) the divestment decision is less than \$2 million and
- b) the reinvestment of proceeds (from divestment) is in social housing
- c) the proposal is in accordance with the City Housing Portfolio Assessment Framework (2014), the Deed of Grant for Wellington City Council's Social Housing (2008) and the Council's Significance and Engagement Policy
- d) for any matter not meeting the requirements in a-c above, the Committee will have the power of recommendation only and the final decision will be made by Council.

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4 See Volume 2: Significance and Engagement Policy: List of Strategic Assets.