

2015-25 Draft Long-Term Plan Hearings
 Wednesday 6 May 2015, 9.15am – 4.00pm

Time		Name	Organisation	Sub #	Page
9.30 am	10 mins	John Ryall	Service and Food Workers Union Nga Ringa Tota	755	486
9.40 am	10 mins	Brett McKay (D. B McKay)	The Thorndon Society Inc in association with the Thorndon Village retail and business owners and land owners	431	453
9.50 am	5 mins	Michael Scott		387	450
9.55 am	5 mins	Maria van der Meel		655	670
10.00 am	5 mins	Sue Hamill		679	477
10.05 am	5 mins	Jason Tamihana-Bryce		324	441
10.10 am	10 mins	Allan Probert	Khandallah Business Association	273	412
10.20 am	10 mins	Allan Probert	Enterprise Miramar Peninsula Inc	311	433
10.30 am	Morning tea				
10.50 am	5 mins	David Edmonds		230	375
10.55 am	5 mins	Chris Renwick		696	478
11.00 am	Buffer				
11.10 am	5 mins	Neil Walbran		136	363
11.15 am	5 mins	Marianne Bishopp		421	452
11.20 am	5 mins	Julian Boorman		449	456
11.25 am	5 mins	Alex Gray		608	462
11.30 am	10 mins	John Beckett	Board of Airline Representatives of NZ - BARNZ	269	381
11.40 am	10 mins	Dr Alvin Mitikulena	Pacific Advisory Group	1045	628
11.50 am	10 mins	Alan Smith	Civic Trust	702	484
12.00 pm	Buffer				
12.10 pm	5 mins	Danielle Davies	Living wage (personal)	330	442
12.15 pm	10 mins	Danielle Davies	NZ Nurses Organisation	330	443

12.25 pm	10 mins	Deb Gully	Weston A Price foundation	896 891	570 507
12.35 pm	Lunch				
1.30 pm	10 mins	Falaniko Mann-Taito	Methodist Church Te Haahi Weteriana Public Interest Network	602	458
1.40 pm	10 mins	Motekiai Fakatou	Methodist Church Te Haahi Weteriana Public Issues Network	697	479
1.50pm	5 mins	Graeme Sawyer		1036	595
1.55 pm	10 mins	Graeme Sawyer / Michael Gore	Johnsonville Community Association	1029	594
2.05 pm	Buffer				
2.10 pm	5 mins	Fe Day		282	419
2.15 pm	5 mins	Nureddin Abdurahman		799	506
2.20 pm	5 mins	Sonia Calvert		779	491
2.25 pm	10 mins	Paul McArdle	The Bike On NZ Charitable Trust	791	501
2.35 pm	10 mins	Geraldine Murphy	Inner City Association	934	582
2.45 pm	5 mins	Mary Self		1006	590
2.50 pm	5 mins	Jonathan Zukerman		414	451
2.55 pm	5 mins	Anthony Maturin		309	425
3.00 pm	Afternoon tea				
3.20 pm	10 mins	Paul Young	Generation Zero	900	571
3.30 pm	10 mins	Christine Grace	Makara / Ohariu Community Board	1001	588
3.40 pm	5 mins	Noeline Gannaway		985	586
3.45 pm	5 mins	Tim Chambers		781	496
3.50 pm	10 mins	Emma	Creative Arts Capital	1012	592
4.00 pm	Adjourn to reconvene on Wednesday 6 May 2015, 5.00pm				

Submitter Details

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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I strongly oppose the growth strategy because it picks winners, by taxing all potential sources of economic growth to support a select few. History does not encourage governments in picking commercial winners.

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I would prefer to see rates increases kept to CPI or below. I recognise this may require some decisions regarding lower levels of service than current but contend that WCC has not tested whether rate payers would prefer lower rates and lower service levels, see my accompanying document.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

This is unlikely to be of national benefit, is dubious even for local benefit and is a risk best left to the commercial players to decide. Witness recent withdrawal of long haul asian flights from Christchurch.

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this is picking winners. The council has no evidence to support its ability to pick winners in the business sector. Overall business in Wellington might benefit from lower rates and let the businesses themselves decide the best investment.

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

As above this is again trying to predict the economic future and pick winners. This is not a core council function.

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I suggest a better approach would be to take a more risk based approach to earthquake requirements. That is trying to assess both the benefits and costs of the proposed standards to see if they are actually justified.

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this is making assumptions about how the value of these buildings in the future. See comments above about risk based earthquake standards. But also consideration should be given to the value of retaining flexibility for developing other options in the future. We don't know that we will always want the current buildings in their current format. Minimising the spend now retains future flexibility.

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this is trying to pick economic winners. Other businesses get taxed to support one particular business. Why not let them all compete evenly to see who can add the most value to Wellington? E.g. Through lowering rates.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this is making assumptions about how future forms of entertainment might evolve. It might be that live streaming and on line events become more popular in the future. But it is not WCC's role to try and forecast this or pick winners.

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

There is some argument that centralised sporting facilities are more of a community service so if there is a strong need demonstrated WCC should upgrade.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this is trying to pick economic and business winners. See above.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

In general support but see notes in my supporting document about the benefits of retaining a flexible response to adverse events rather than assuming we know the nature of the next adverse event.

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I suggest council take a follower rather than a leader role on smart technology. Early adopters usually pay too much or pick the wrong technology.

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Limited support here. I can see merit in the cycleway proposal and some improvements in bus lanes. But suggest council continue to investigate least cost implementation options. I am not convinced that cycleways need be expensive and suggest a trial implementation and benefit evaluation before full scale development.

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Again this looks like trying to pick winners to me.

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I support any move to improve housing supply but it is not clear how these particular initiatives achieve that.

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

As above support improvements in housing supply but not sure whether these priorities achieve 366

this.

Do you see other matters as priorities?

Comments

I see reducing the rates burden, particularly on businesses as a higher priority than trying to pick winners on growth strategies.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan

- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

See supporting document for details.

Attached Documents

File
WcC Submission
2015-25 Draft Long-term Plan

27-3-2015

Neil Walbran

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Wellington 6021

Submission to Greater Wellington Regional Council on 10 Year Plan 2015 - 2025

Thank you for the opportunity to have input to the long term planning process for Greater Wellington Regional Council.

This note provides additional information to support my electronic submission on the above plan.

It provides an overview of my overall concerns and explains my views on each key package.

Overall Concerns - Rates Increase 4 times inflation

My overall concern is with the high rate of proposed rates increases.

Good Asset Management Considers Costs and Benefits

It is not clear that the benefits of the proposed package, including maintaining the current services, outweigh the costs. Good asset management principles (e.g. as espoused in PAS55 public standard on asset management) require the cost of service level delivered to be no more than the value of that service to end consumers. I can see no evidence that GWRC has considered whether the costs of the proposed services outweigh the benefits, or shown that the marginal benefits of the proposed service level for each package outweigh the marginal costs, including relative to all feasible alternatives.

Identification of Least Cost Alternatives

As well ensuring the benefits of the proposed service level exceed the costs, and that any marginal cost increases are lower than marginal benefit increases, good asset management requires identification of least cost, or highest benefit to cost ratio, alternative.

Sometimes this might require innovative thinking.

Valuing Innovative Thinking and Future Flexibility

One area which should be ripe for innovative thinking is risk management. Because the future never works out how we think it will and options that provide flexibility of future response have more benefit than options that assume they know what range of future scenarios could develop.

Comments on Specific Packages

Public Transport Infrastructure

This is a very large part of the total spend and it is not clear that the marginal benefits of the hoped for increase in service level exceed the costs. It is not even clear that the current service level (highest in NZ utilisation of public transport) has higher benefits than costs, at the margin.

Protecting Communities from Flood Risk

This should be easier to justify as the costs of floods is very high. However it is not clear why this can't be funded by more of a targeted rate for the communities that benefit.

Getting More People Using Public Transport

As above comments on public transport infrastructure and in particular it is not clear what the marginal benefits of getting more people using public transport are compared to a do nothing option, or other options.

Getting People Out and About

This is a low cost option and so should be easier to justify. Noting that a range of both health and transport cost benefits should be able to be identified.

Keeping the Water Flowing

Although I recognise the importance of risk management it is not clear that all alternatives have been identified or that the benefits of maintaining future flexibility have been recognised. The proposal seems to be targeted at one particular risk without considering lower costs options that might protect, at a reduced service level, against a range of other risks and preserve future flexibility to fund other, as yet unidentified risks.

For example a lower (less than 20l per person per day) level of post contingency service could be achieved with a small desalination plant, portable pumps, hoses, and water tankers. A rough order costing for such a basic, but flexible, back up arrangement is of the order of about \$5M (based on costs of provision of water service in Nauru). Noting that this includes back-up generators, and barges. (Power and roads might also be out in a large earthquake). Such a flexible contingency plan may also be useful for dealing with other unforeseen emergencies that impact power or roads, or require liquids transport for other reasons.

Environmental and Water Quality

This package should be easier to justify as it is relatively low cost, and the charges are more targeted to the beneficiaries. Although I admit that clean rivers do also benefit the wider community. I also admit a personal bias towards valuing our natural environment.

Regards

Neil Walbran

WCC Ten Year Plan - Supplementary Submission - Decision Criteria for Large Commercial Investments

Wish to Appear Before Council

I advise that I would like to appear before the council at the hearings to present on this submission.

Introduction - Supplementary Submission on Investment and Liability Management Policy

Please note I have already made a submission on the 10 year plan and this submission should be associated with that submission as it expands on some of the points I made earlier about the WCC investment decision process.

In particular I wish to make a supplementary submission on specific issue of investment and liability management process (a supporting document provided with the 10 year plan). In this supplementary submission I suggest ways this could be strengthened to better deal with the situation where council makes large commercial investment decisions, such as the Wellington airport runway extension.

Background - Council Need Guiding Principles for Commercial Investments

WCC have some key commercial investments that the council often has to make commercial investment decisions on. One example at the forefront of people's minds at present is whether the council should take a commercial risk on investing in the Wellington airport to extend the runway.

Councillors not necessarily elected for their commercial investment skills or background.

Being asked to evaluate complex commercial risk decisions without a lot of support or guidance.

Analogy is the Commerce Commission, who also act as agent of the public in approving or disapproving large commercial investments by monopolies, e.g. transmission investments.

But the commissioners are selected for their expertise and provided with vast supporting guidelines, and inputs from staff etc.

Suggest the investment and liability management policy could be strengthened to give councillors a stronger framework within which to make large commercial risk investment decisions. Aim being to make process more transparent, help everyone understand council decision process and basis for decisions. Development of some guiding principles for commercial investment decision processes could help make process more transparent.

Develop Guiding Principles with Commercial and Public Input

Propose that council seek input from those more experienced in reviewing commercial investment decisions for monopoly service providers. Possibly Commerce Commission?

Also suggest a robust consultation process on the principles for the public and all stakeholders affected by commercial investment decisions by the council.

Suggested Starting Point for Guiding Principles

I suggest two initial guiding principles below.

Why does council need to intervene?

The council is not a normal commercial investor in that it is not exposed to the commercial risk of its decisions, as it can recover costs of any bad investment decisions simply by increasing rates. Also its investments impact other commercial investors.

Therefore the first suggested guiding principle should be that any commercial investment should have to show that it is necessary and beneficial for the council to invest.

The necessary test should require a reasonable case to show that there is some failure of normal market investment processes that can only be addressed by the council investing.

The beneficial test should show that both the NZ economy as a whole and Wellington economy, including ratepayers, would be materially better off if the council does invest.

Why now?

Any long term investment is subject to a degree of uncertainty about its benefits and costs. The theory of commercial investments in the face of uncertainty is well developed.

It is proposed that any investment that passes the test for the need for the council to intervene should also be subject to a test to show that it is better to invest now than later, given a degree of uncertainty about future costs and benefits. One such technique for evaluating investment decisions in the face of uncertainty is real options value analysis. This recognises that some uncertainty about future costs and benefits may exist and provides guidance on whether to invest now or later, in the face of such uncertainty. It also provides a value for making incremental decisions that preserve future flexibility.

Can we learn from our past decisions?

Any investment decision process can benefit from past learning so we should aim to improve our processes over time.

The final principle should be to include a post implementation review of every major investment decision. This would involve reviewing how an approved projects actual costs and benefits measure up against those assumed in the original decision process. The approval process should set the time frame and process to be used to measure outcomes.

Example of Applying Guiding Principles to Airport Runway Extension

A brief analysis is provided below on how such guiding principles might be applied to the currently topical decision on whether WCC should take a commercial risk on investing in a Wellington airport runway extension. This was the subject of an economic study provided with the 10 year plan consultation documents.

Economic Study Shows Benefit but Not Why Council Needs to Intervene

The economic study shows, based on a number of assumptions and forecasts, that investing in a runway extension should bring a net positive benefit to Wellington and New Zealand in the long term. However it does not show why WCC need to involved in this investment. That is it does not show what fundamental market failure means that a commercial party, such as Infratil, could not make this investment, and reaps its benefits, themselves, without council (ratepayers) needing to bear any commercial risk.

Economic Study Does Not Show Why Now

It is not clear from the economic study why an investment now would, given the uncertainties on benefits and costs, be better now than in say 5 years time.

For example the study shows a range of scenarios with demand growth from 2020. But all with initially low demand from 2020. Given a degree of uncertainty about how demand might grow in the future it appears there is a case for delaying the investment decision for another 5 years when more information on demand growth might be available. There appears to be little immediate cost, or lost benefit from such a delay. But a high certainty of costs if the investment is made early.

Submitter Details

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Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

I do not think there is value for money in the Council putting funding into a runway extension

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

The local film industry should stand on its own merit without Council funding

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in

Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

I do not see the value for money in the Council providing funding in support of either a convention centre or an airport runway extension

Do you see other matters as priorities?

Comments

There should be greater emphasis on improving existing infrastructure.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer

- Commercial ratepayer
 - Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

I would like to see the Council involved in the undergrounding of overhead lines in established areas of the city

Attached Documents

File
Wellington Urban Growth Plan 2015
2015-25 Draft Long-term Plan

Wellington Urban Growth Plan – submission by David Edmonds

Compared with most other New Zealand cities and towns Wellington has been less proactive in getting overhead power and communication lines undergrounded in established areas of the city. I have lived in Wellington for around 40 years and I don't recall any substantial elimination of overhead lines. In third world countries, overhead lines often dominate a streetscape while in Britain, and most of Europe, undergrounding is the norm, as it is in Wellington's newer suburbs. My submission is that undergrounding should be incrementally extended to Wellington's more established suburbs.

There does not appear to be anything in the Urban Growth Plan about undergrounding of overhead lines, despite this improvement aligning with two of the guiding principles, namely

- Making the city more resilient to natural hazards (in this case resilience of power and communication connections to storm damage) and
- Reducing the environmental impact of development.

Putting lines underground also eliminates power poles, and where needed their replacement with frangible base lighting poles, which reduces the risk of injury in the event that someone crashes into them.

With the demise on the trolley buses in 2017 I would like to see an item in the Urban Growth Plan that makes use of this opportunity to say that at the same time as the trolley bus wires are removed, consideration will be given to relocating adjacent overhead lines underground and that power poles no longer needed will be removed.

An item covering the general tidying up of random overhead lines elsewhere, particularly power feeds to street lighting in the CBD, would also be of value. Examples of where such an upgrade would be of value are Mulgrave and Molesworth Streets in Thorndon.

Heritage areas such as Aro Street and Tinakori Road would look so much better if the unsightly overhead lines were eliminated and the local environment would significantly benefit from such an upgrade.

A counter argument to undergrounding is that it is costly and the people who most benefit are the local business and residents, so they should pay for it. We do not expect business and residents to pay directly for road or footpath upgrades in their local area, so why would we expect them to pay directly for upgrading their local area through undergrounding of power and communication lines?

Submitter Details

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 Mobile: **021494794**
 eMail: **john@barnz.org.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

BARNZ is interested in the proposal to extend the Wellington Airport runway

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

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Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

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Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

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Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching.

(Note: the information you provide is open to public view.)

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Male
 Female

My age is

under 18 years
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Have you ever made a submission on a draft annual or long-term plan before?

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Which of the following best describes you?

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 Commercial ratepayer

- Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Please ensure you see the supporting submission and NZIER report attached below

Attached Documents

File
submission - WCC long term plan 31 March 2015 FV April 7 4pm
NZIER peer review of Wellington runway extension March 31 2015 FV
2015-25 Draft Long-term Plan



SUBMISSION ON WELLINGTON CITY COUNCIL'S LONG TERM PLAN

EXECUTIVE SUMMARY

The Board of Airline Representatives of New Zealand (BARNZ) is an incorporated society representing airlines carrying 99% of international passengers to and from New Zealand.

BARNZ holds serious concerns over the inadequacy of the economic work which has been commissioned to date by Wellington Airport as the basis for advocating for public investment in an extension of the runway at a cost of \$300m, or more.

The Airport has to date relied upon an economic impact assessment. The assessment only enumerates the impacts of the runway extension. It does not make a comparison with what would happen without the extension. Many of the assumptions also need independent examination. The authors place heavy caveats on the assessment themselves.

A proper cost benefit analysis is needed in order to properly assess the merits of the proposal from a public investment point of view. It would evaluate the benefits on a sound basis by a comparison of what would happen with the investment with what would happen without the investment. Correctly assessed benefits could then be compared with the cost of the investment. This has not yet occurred.

In BARNZ's view, the Wellington City Council should not commit ratepayers' funds to a project to extend the runway at Wellington Airport without a proper cost benefit analysis having been undertaken. BARNZ therefore urges the Council to commission an independent cost benefit analysis of the proposal before including the project in its final long term plan.

Unless such a study shows that the benefits, properly evaluated, substantially exceed the costs, BARNZ considers that it would be better for Wellington Airport to encourage connectivity by concentrating on providing an efficient airport for domestic, Trans-Tasman and Pacific Island flights from Wellington, rather than making a substantial investment which could result in airport charges rising considerably, thus increasing the cost of travel to and from all destinations from Wellington. Such a course of action would be totally contrary to the Council's intention to increase Wellington's connectivity.

SUBMISSION BY BARNZ

Wellington Airport has based its advocacy of the proposal to extend the runway at Wellington airport on an economic impact assessment prepared by Ernst & Young (EY). EY qualified its report with major caveats. The economic impact assessment simply puts numbers onto the impacts of the proposal, principally tourism, in a descriptive manner. The economic impact assessment does not make a comparison of what is forecast with what would happen if the runway were not extended. It is not suitable for determining whether a project generates more benefits than it costs. For that, a cost benefit analysis is needed. A

proper cost benefit analysis compares what would happen with the proposal with what would happen without the proposal (known as the counterfactual). The benefits to be gained from the proposal have to be evaluated in that way in order to be meaningful.

In addition, a number of assumptions in the economic impact assessment need to be closely examined.

Airlines operate in a competitive international market. Their margins are small and they have to evaluate route opportunities very carefully. Passenger volumes are critical. BARNZ is aware that Wellington Airport has approached a number of airlines about the possibility of operating long haul services into Wellington. However, BARNZ is not aware of any airline expressing an intention to do so if the runway extension occurred. If the Council is to consider this investment, BARNZ urges it to engage directly with airlines on their views on the likelihood of long haul services.

In the EY economic impact assessment tourists are the main basis of the forecast benefits from the long haul service. For long haul flights into an airport in New Zealand other than Auckland, an airline would have to weigh up the advantages of Wellington over Christchurch, which provides easier access to the tourist attractions of the South Island.

These considerations are likely to apply to long haul air services from an Asian city or from a North American city.

The advocates of the proposal say that a long haul service would be attractive because it would avoid the need for connecting flights to Auckland or Sydney and transfers there. That would be so for passengers to or from the particular Asian city from which the long haul service comes. But Wellingtonians want to travel to a number of cities in Asia, many of which already have non-stop direct air services from Auckland or Sydney. Many of these passengers would instead have to transfer at the chosen city and then take a connecting flight to their actual destination. The same would be true for arriving passengers.

A sound evaluation of potential routes is necessary to avoid the same thing happening to Wellington as has occurred with Canberra, where the runway was extended in 2006, but there are no long haul services.

We attach a report prepared by NZIER that sets out the deficiencies in the economic impact assessment in comparison with a cost benefit analysis that is required for proper evaluation of an investment involving public funds.

Given these deficiencies, BARNZ urges the Council to commission an independent cost benefit analysis of the proposal to extend the runway before committing to invest \$90m (as indicated in the Draft Long Term Plan) in the project.

Furthermore, the proposed runway extension is said to be for 300metres and is said to cost \$300m. If the proposal were to proceed, the cost could be far greater than that. For instance, runways require runway end safety areas. We understand that the estimate assumes a runway extension of 300 metres, but to gain an extension of the runway itself by 300 metres, the reclamation may have to be much longer than 300 metres in order to increase the runway end safety areas. If so, that would increase the cost substantially. This question is currently unanswered.

Wellington Airport has said that a large part of the funds would come from the Council. The Council could provide funds on a number of bases: debt, equity or grant. What matters to airlines is whether the capital expenditure would enter the airport's regulatory asset base, however it is provided. If it enters the asset base in full, then using Wellington Airport's pricing formula, it would set charges to increase its revenue by about \$50m per annum to cover depreciation, a return on capital, tax on that return and additional operating costs.¹

A prospective long haul carrier would not pay even a noticeable proportion of that amount. Indeed, it is likely to be enticed to Wellington by a discount on the present charges and marketing support paid by the airport from its revenues.

The airport would then be likely to increase charges on all other air services into Wellington to obtain this additional revenue. Such a move would increase the cost of travel to and from all destinations from Wellington — which would be totally contrary to the Council's intention to increase Wellington's connectivity.

If the investment in the runway extension did not proceed the \$300m would then be available for investment in other attractions in Wellington and its surrounding areas, if the Council so chose.

In conclusion, in response to the Council's draft long term plan, BARNZ urges the Council to commission an independent cost benefit analysis to ensure that the net benefits, properly evaluated, justify the capital costs from a public investment point of view. It would then be in a sound position to decide whether to include the proposal in its final long term plan.

John Beckett
Executive Director
7 April 2015

¹ Depreciation $\$300\text{m} \times 2.5\% = \7.5m , return on capital after tax $\$300\text{m} \times 9.5\% = \28.5m , tax on return on capital $\$28.5\text{m} \times 28\%/72\% = \11.1m , operating expenditure $\$300\text{m} \times 1\% = \3.0m , total $\$50.1\text{m}$



Review of economic analysis of the Wellington runway extension

NZIER report to BARNZ, the Board of Airline Representatives New Zealand Inc

31 March 2015

About NZIER

NZIER is a specialist consulting firm that uses applied economic research and analysis to provide a wide range of strategic advice to clients in the public and private sectors, throughout New Zealand and Australia, and further afield.

NZIER is also known for its long-established Quarterly Survey of Business Opinion and Quarterly Predictions.

Our aim is to be the premier centre of applied economic research in New Zealand. We pride ourselves on our reputation for independence and delivering quality analysis in the right form, and at the right time, for our clients. We ensure quality through teamwork on individual projects, critical review at internal seminars, and by peer review at various stages through a project by a senior staff member otherwise not involved in the project.

Each year NZIER devotes resources to undertake and make freely available economic research and thinking aimed at promoting a better understanding of New Zealand's important economic challenges.

NZIER was established in 1958.

Authorship

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Executive summary

BARNZ commissioned NZIER to peer review an Economic Impact Assessment of Wellington Airport's proposed runway extension. That assessment was undertaken by Ernst Young (EY) for Wellington International Airport Ltd, and was dated 24 February 2014.

The cost of the extension is broadly estimated at \$300m.

An impact assessment is a very poor substitute for a cost-benefit analysis

The EY report documents an Economic Impact Assessment which is heavily reliant on multiplier analysis. As such, it cannot be regarded as anything more than preliminary.

Any decision to proceed with the proposed extension of the runway at Wellington Airport must be informed by more rigorous analytical tools, specifically formal Cost-Benefit Analysis, perhaps supported by Computable General Equilibrium modelling. The risk that the methodology employed by EY overstates benefits while overlooking costs is too great to be ignored.

There are high risks that benefits would not be realised

There are good reasons to believe that the case for extending the runway is founded upon a number of assumptions with a questionable empirical basis, such as:

- travellers have no preference as to when they travel, and a substantial proportion of them will be willing to wait for up to two days for their one 'direct' flight out of Wellington
- passengers will avoid connecting flights, even overseas, despite the fact that Wellington will routinely connect to a vastly smaller set of Asian cities than Auckland or Sydney
- international tourists will prefer arriving in Wellington and executing a figure-of-eight to cover the main tourist destinations rather than simply arriving at one end of the country and traveling to the other before leaving
- the runway end safety areas will not need to be lengthened for long-haul aircraft.

Given these considerations (and perhaps others), it is difficult to see why an extended Wellington Airport runway would be an attractive destination to long-haul carriers, given the infrastructure that already exists elsewhere in New Zealand.

Recovering the \$300 million cost will cause wider costs to Wellington

It is not clear how the cost of extending the runway would be recovered. All likely options have significant drawbacks: they would either depress demand by raising prices, or would require subsidy from tax-payers or rate-payers.

These outcomes make the case for carrying out a rigorous cost-benefit analysis even more compelling.

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1. Introduction

NZIER was commissioned by the Board of Airline Representatives New Zealand Inc (BARNZ) to peer review a report written by Ernst Young (EY) entitled *Economic impact of the proposed runway extension* dated 24 February 2014.¹ The EY report was commissioned by Wellington International Airport Ltd (Wellington Airport). EY used an economic impact assessment (EIA) methodology.

This report summarises NZIER's review. The report commences by briefly summarising the approach that was taken by EY in its EIA. Chapter 3 then discusses why for the purposes of the analysis, Wellington Airport would have been much better served by commissioning a cost-benefit analysis rather than an EIA. We then in Chapter 4 review specific substantive issues with the economic impact assessment that either could make or break the case for the runway, or that struck us as being anomalous.

NZIER strongly recommends that a rigorous cost-benefit analysis be undertaken to assess the viability of this project. However, we stress that we have not undertaken a cost-benefit analysis (CBA) in this report. Instead, we have indicated areas in which there is good reason to believe that the EIA carried out is seriously deficient for the purpose of assessing the runway extension's potential economic viability.

¹ EY. (2014) *Economic impact of the proposed runway extension*. Report to Wellington International Airport Limited. www.connectwellington.co.nz/static/documents/WIAL-Economic-Impact-Report-010414.pdf

2. Brief summary of the runway EIA study

The runway extension

The runway at Wellington International Airport is currently 2,081 metres.² Wellington Airport states that 2,300m is the required take-off distance for long-haul services from Wellington.³ Wellington Airport is investigating a 300 metre extension, with a construction cost of \$300 million.⁴ We note that Wellington City Council documentation now refers to a 350 metre extension at a presumed cost of \$350 million.⁵

The objective is to establish long-haul non-stop travel options to/from Wellington to North America and Asia which are not possible at present given the current runway length. This would avoid the need to travel via other regional hubs, such as those in Australia or Auckland airport.

Wellington Airport's commissioning of an impact study

Wellington Airport commissioned EY to undertake a multiplier study of the runway extension. The EY report states that a cost-benefit analysis was not undertaken (page 3), and that the environmental and social detriments were not costed (page 13).

The option scenario was an extended runway operational from 2020. The key assumptions were (page 12):

- long-haul travel would not be possible in the business as usual scenario, and that there would be no technological advancement of aircraft
- that international travel growth would continue as per national forecasts
- there would be no fewer flights from Auckland or Christchurch, despite there being fewer travellers via those airports.

The EY report contained predictions of long-haul passenger movements, but some of the bases for the predictions are unclear. The report states that its prediction is based on the number of current long-haul travellers (that need to trip-chain via Auckland, Christchurch, or Australia), and that it also accounts for induced demand from lower costs of travel. It assumes that a flight will be scheduled whenever there are 220 passengers wanting to go to the same part of the world (i.e. Asia or North America rather than a specific city or country) within a two-day period. It assumes that from 2020 all long-haul travellers will wait up to two days for the one direct flight in and out of Wellington, rather than travel when they want via Auckland, Christchurch or Australia to make an international connection.

Each overseas visitor is assumed to spend between \$2,400 to \$3,600 per trip (page 34) in constant dollar terms. The number of passenger movements is predicted in the

² en.wikipedia.org/wiki/Wellington_International_Airport, accessed 1 December 2014.

³ www.connectwellington.co.nz, accessed 1 December 2014.

⁴ www.scoop.co.nz/stories/AK1305/S00674/wellington-airport-to-begin-plans-for-runway-extension.htm

⁵ WCC Supplementary Council Agenda 17 December 2014 - Report 3.3 Airport Runway Extension, page 7 paragraph 25 wellington.govt.nz/your-council/meetings/committees/council/2014/12/17

report to grow from 240,000 in 2020 to 576,000 in 2060 in the ‘medium scenario’ (page 22). This number is halved to determine the number of return trips and between 40%–60% is attributed to overseas visitors as opposed to resident travellers.

Discounted back at a 6% real discount rate (the same as used by the NZ Transport Agency), this expenditure equates to some \$2.5 billion dollars in present value terms (page 26).

Just over half (53%) of this spend was assumed to be ‘gross value add’ (GVA), which excludes the cost of intermediate consumption (page 26). Why and how the figure of 53% was chosen is not described in any way or in any detail. We discuss this further in Section 3.3.

This results in a GVA impact of \$1.327 billion, ranging between \$714 million and \$1.751 billion.

These direct impacts were then scaled upwards by a factor of 2.5 to account for flow-on expenditures (e.g. every \$1 million direct impact would become a \$2.5 million overall impact). Where the factor of 2.5 comes from is quite unclear. This is discussed further below.

The results are summarised in Table 1.

Table 1 Results of the multiplier study

Millions of dollars

	Direct economic impacts	Total economic impact
National	\$714 – \$1,751	\$1,785 – \$4,379
Regional	\$389 – \$684	\$974 – \$1,709

Source: EY (2014) page 2

On Wellington Airport’s public relations website they represent these results as ‘economic benefits’ and that they pay back the \$300 million cost up to 5 times over:⁶

Economic return: 500% potential direct economic return for New Zealand.

For every \$1 invested in the runway extension there will be up to \$5 in direct economic returns for New Zealand.

On the same webpage Wellington Airport focuses on the direct economic impacts; they do not emphasise the total economic impact:

Respected international consultancy EY has calculated that the Net Present Value⁷ of direct economic benefits is up to \$1.75 billion for New Zealand and up to \$684 million for Wellington.

The detail of the analysis is reviewed in the next chapters.

⁶ www.connectwellington.co.nz/benefits, accessed on 1 December 2014.

⁷ Note EY’s result is not a net present value because the \$300 million cost is not netted off; rather it is a present value of their calculated GVA impacts.

3. Why a cost-benefit analysis is preferred

3.1. Introduction

In this chapter we explain some key issues inherent in the use of a multiplier study to appraise the economic impacts of the runway extension. In the following chapter we drill into further detail of the analysis.

The purpose of an initial economic assessment such as that commissioned by Wellington Airport should have been to identify how likely it would be that the initiative would pass a detailed assessment.⁸ This would inform whether it was worth expending the resources in doing a full and proper assessment, and where analytical effort should be focused. We understand Wellington Airport and Wellington City Council are spending some \$6 million now to produce a full business case for the extension and process the consent.⁹

The initial economic assessment suggests the project could be economically viable; indeed Wellington Airport goes so far as to claim that the project could return \$5 of benefits for every \$1 spent. However, this is likely to be an artefact of the methodology used. There is good reason to believe that subjecting the project to the more rigorous standards of formal cost-benefit analysis would produce an assessment in which the economic viability of the project could be in doubt.

3.2. Alternative approaches for analysis

A cost-benefit analysis is the most important economic assessment

Established economic methods to appraise a major infrastructure project (from a national or regional perspective) are of two kinds:

- **welfare analysis** (or ‘social investment analysis’) of whether benefits exceed costs to society, and so whether the project should be done
- **descriptive analysis** (or ‘impact assessment’) of what will happen to various measures of economic activity, like jobs, gross output, and income.

Cost-benefit analysis is the typical tool of welfare analysis. It aims to capture the full spectrum of economic, social and environmental costs and benefits, and indicate whether an initiative is net beneficial to society overall.

Decision makers often to rely on cost-benefit analysis to guide them, and often do without impact assessments. The impacts of a project on economic activity may have little bearing on whether or not a project is net beneficial to society as a whole. An initiative that creates a lot of jobs may actually be wasteful. Digging holes and filling

⁸ For instance, refer to the concept of a ‘rapid assessment’ described in ATC 2006a, page 12.

⁹ <http://wellington.govt.nz/~media/your-council/meetings/Council/2014/12/supplementary-agenda.pdf>

them back in, or using teaspoons to dig instead of shovels are a couple of traditional tongue-in-cheek examples.

However, some decision makers may want to understand how things play out for local industries and employment, and so reach for a descriptive analysis such as an impact assessment. In this case the descriptive analysis acts as a supplement to the welfare analysis. The welfare analysis remains fundamental.

When an impact assessment is requested, multiplier analysis is the least credible approach to use

There are two typical approaches for impact assessments:

- **input-output analysis** (often a multiplier analysis), which analyses the sale and receipt of goods and services from one sector to another
- **computable general equilibrium** analysis, which models the workings and constraints of an economy.

Input-output analysis has a severe limitation: it assumes resources are infinitely available. This might not matter for a small localised project in an area whose firms and workers are under-utilised such that there will be no effects on prices (Wallis et al. 2012). But it can lead to substantially exaggerated impacts for most other projects, such as the runway assessment.

A growing realisation of the problems with input-output analysis has led government agencies to progressively move away from using it towards cost-benefit analysis and/or computable general equilibrium analysis.

For example, the Ministry of Business, Innovation and Employment (MBIE) in its *Post-Event Economic Evaluation Guidelines* is proactively discouraging the use of input-output multiplier studies in favour of cost-benefit analysis.

The Treasury's Better Business Case guidelines (Treasury 2014, page 8) advise using cost-benefit analysis for economic assessments:

There are various forms of economic assessment tools that can be used for ranking competing investment options, with differing levels of complexity. The expectation is that cost benefit analysis (CBA) will be used, wherever possible, and undertaken from a national perspective...

The runway study first estimated direct benefits, and then used a simple multiplier analysis to estimate the wider (indirect and induced) economic impacts. This approach for understanding wider impacts in the economy is not robust. EY appear to have been aware of the problems inherent in multiplier analysis. On page 13 of their report they state that wider impacts 'were not quantified' and that only an indicative and generic correction factor is used to estimate the likely quantum of impact. (Thus the wider impacts actually were quantified, but through the application of a correction factor, not on a project-specific basis.) Wellington Airport seems to have relied more on its estimate of direct impacts, rather than the multiplied measure.

There are much better methods to assess economic impacts than a multiplier study

If decision makers only wish to understand economic impacts as distinct from benefits and costs for major infrastructure projects, then computable general equilibrium (CGE) models are far superior to multiplier studies. CGE models produce outputs which are substantially more robust, and which are often considerably different to the output of multiplier studies. CGE models are often more detailed and labour-intensive to build and use, but in many cases it is worth the effort if it screens out costly and inefficient projects.

CGE's key difference is that it recognises that resources are not infinitely available, and that growth in one part of the economy draws resources from other parts.

A relevant example that illustrates the difference between CGE and multiplier analysis follows. In 2009 NZIER reviewed a report by BERL (2009) that estimated that Wellington Airport would contribute \$1.4 billion to regional GDP in 2030 and support 21,375 full-time equivalent jobs. BERL used input-output multipliers to arrive at this result. NZIER re-estimated the results using a CGE model using the same input assumptions and found the impacts of Wellington Airport to be around \$773 million and 12,900 full-time equivalent jobs by 2030. The impacts derived from the CGE model were around 45% less for GDP and 39% lower for employment.

3.3. Some ways in which a good cost-benefit analysis would differ

Below we outline some reasons how cost-benefit analysis can differ substantially from an impact assessment like that undertaken. Our concern is that the missing costs and the overstated benefits in the initial analysis may lead the naïve reader to think that the potential economic viability of the runway extension project is much greater than it actually is.

Cost-benefit analysis generally ignores multiplier effects

Cost-benefit appraisals intend to measure all social welfare changes without double counting. Expenditures that multiply across related markets are generally not included in a cost-benefit appraisal in addition to direct impacts as to do so would be to introduce double-counting into the analysis (e.g. see Boardman et al. 2006 chapter 5).¹⁰ The classic example is that of a road improvement that increases property prices for better connected houses: adding the property price increase to the transport benefits double counts the benefits.

However, these induced and indirect expenditures are included in an impact assessment. It is not wrong to do so, but it can often be wrong to think of them as additional national benefits.

Tourism spending is treated somewhat differently from residential spending impacts. That is because the welfare of foreigners usually does not count in a national cost-

¹⁰ The research on 'wider economic benefits' over the 2000s has focused on the existence of additional benefits in the wider economy from complications such as tax and market power of some firms; e.g. see Kernohan and Rognlien (2011).

benefit appraisal. Tourism revenues are treated as export revenues, and to some extent it is an additional national benefit. This is discussed further below.

Goods and services sold to tourists are not costless

The assumption of the percentage of foreign tourist spending that represents net-benefits is of critical importance when appraising an infrastructure project. That is because nearly all (93%) of the benefits of the runway extension are related to tourist spending.

There is a very wide range of potential values for this percentage of spending that is of net-benefit, ranging from 0% to 100%, depending on the circumstance. This point is illustrated in the box below.

Example where tourist spending is nearly all beneficial: Consider a tourist who spends \$1,000 in a hotel which has empty rooms and staff on shift anyway. The cost to serve the tourist is near zero, and most of the \$1,000 could be welfare enhancing, as the tourist is in this case contributing to the recovery of a sunk cost that has already been incurred. (Some costs might be unavoidable, such as consumable items.)

Example where tourist spending is not net-beneficial: Now consider a tourist who arrives in Wellington to find all the hotels full. In order for the tourist to spend \$1,000 on a hotel, a new room and staff will have to be provided all at a cost that would not have been incurred if the tourist had not arrived. If the hotel was pricing competitively and had no unemployed resources, the cost to society is \$1,000. No producer surplus results. Society is indifferent as to whether that tourist spends the money or not. Thus, 0% of that spend enhances New Zealand's welfare (assuming consumer surplus does not count).

NZIER made this point in our submission to MBIE on the Post-Event Economic Evaluation Guidelines in October 2014. We were concerned that major events (e.g. sporting and cultural) counted 100% of tourism spending as a net-benefit.

We submitted that the extent to which the costs to provide goods and services to foreign tourists are below the prices charged should be researched. We are unaware of robust estimates of this that are easily at hand. It would differ by region and by peak/off-peak season. It would differ according to the type of good or service purchased; markets targeted at foreign travellers are likely to have prices marked-up over cost. However, general goods and services supplied in competitive markets could be priced at cost¹¹ plus GST, whereby the GST is one source of net-gain.

We suggested to MBIE that they may wish to commission a one-off piece of research/advice to establish rules of thumb that can be used for routine CBAs. This should include detailed market studies, involve CGE modelling, and be reconciled

¹¹ For instance, refer to Forsyth, P and Dwyer, L (1991) *Measuring the benefits and costs of foreign tourism*, Australian National University, Centre for Economic Policy Research Discussion Papers, Discussion Paper 248.

with CBA theory. Such work would benefit all business cases to government that directly or indirectly aim to induce more expenditure by foreigners, such as major events, conference facilities, stadiums, runway extensions and tertiary education facilities.

How the cost of infrastructure is recovered matters

The EY report considered only the benefits of the extension, but not the costs. This may seem a reasonable simplification, because the costs of some \$300 million have been widely reported in the media. However, the way in which the \$300 million cost is recovered can create additional costs and other economic effects that in some circumstances can matter a great deal to the economic viability of the project.

The costs of the runway extension can be recovered from three broad groups of people: users; central government, either through taxation or by cutting other spending; and ratepayers. The implications for each group are outlined below:

- **Charging users** of Wellington Airport will suppress the quantity of trips demanded, and thus reduce the benefits of the runway extension. This loss of social welfare is exacerbated if Wellington Airport attempts to cross-subsidise the runway extension by using its market power to increase prices for non-long haul travellers.
- **Charging national taxpayers.** Where this leads to more taxes this causes an additional cost of about 20%, called the deadweight cost of taxation (see Treasury 2005, page 18). This cost occurs because incentives to work hard and prosper are blunted, to the detriment to society.
- **Cutting other government expenditure** eliminates the benefits of those other programmes
- **Charging a region** can lead to additional costs from suppressed economic activity, which is a longer-term and more structural problem. It can cause a vicious cycle of a smaller rate-base, as households and firms flee, thereby raising rates for those who remain, and so on.

It might be tempting to conclude that spreading the costs as widely and as thinly as possible is the best way to fund infrastructure. Indeed this appears to be the avenue that Wellington Airport is pursuing:¹²

“...even a cursory look at the figures shows why government, local and central, is likely to provide support.”

However, an important problem with socialising costs in this way is that many people will advocate for infrastructure if they benefit from it but do not have to bear the costs.

NZIER supports the well-established principle that the costs of infrastructure provision should be borne by those who benefit from infrastructure provision, unless special circumstances justify a departure from this principle.¹³ This is, for example, the key principle of the Electricity Authority’s attempts to reform the charging for the

¹² Justin Lester and Marko Bogoievski. ‘Runway plan of genuine value’, *Dominion Post* 8 December 2014, www.stuff.co.nz/dominion-post/comment/63925569/Runway-plan-of-genuine-value

¹³ For instance, refer to *The power of price*, NZIER Insight 48 30 October 2014, on the benefits of user charges for Auckland’s transport network. <http://nzier.org.nz/publication/the-power-of-price-nzier-insight-48>

fixed costs of national power grid.¹⁴ One important source of benefit is that it increases the incentive for key stakeholders to engage with investment decision processes with a prudent and critical eye. For instance, the Major Electricity Users Group's Executive Director Ralph Matthes had this to say (Energy News 2012):

"it will help in several areas including ensuring 'just-in-time investment, assets only being built that are needed, and Transpower being focused in terms of efficiency so you get the lowest-cost supply'."

3.4. Conclusion of cost-benefit analysis vs an impact study

Table 2 summarises the above discussion on some key differences in a CBA and the EIA undertaken.

Table 2 Summary of some key differences of CBA and impact assessment

Consideration	A good cost-benefit appraisal	EY's impact assessment
Counting spending in related markets	No — double-counts benefits (but foreign revenues treated differently)	Yes
Tourism spending counted as 100% beneficial	No — need to net off costs	53% of spending was attributed as GVA, presumably to net off costs, but this is unclear
Prices and charges, and resulting demand that is suppressed	Yes — lower benefits result from suppressed uptake and economic development	No

Source: NZIER

Before even considering the details of the analysis it is clear that relying solely on a multiplier study (rather than a cost-benefit analysis also) will:

- provide insufficient guidance on whether the project ought to proceed
- not stand up to scrutiny from decision makers because it exaggerates the effects.

¹⁴ www.ea.govt.nz/development/work-programme/transmission-distribution/transmission-pricing-review

4. Review of assumptions and analysis

In this chapter we outline a range of observations that could be important in any initial consideration of the possible economic viability of the proposed runway extension.

4.1. Runway safety zones

The study implicitly assumed that safety requirements would continue to be met and that pilots and airlines would be prepared to use the runway for long-haul operations.

The issue of RESAs (runway end safety areas) is very important. At present Wellington runway operates with a Civil Aviation Authority (CAA) dispensation to operate with 90 metre RESAs at each end, rather than the required 240 metres where practicable.¹⁵

The risk is that no benefits would be realised from a 300 metre extension because either:

- CAA may require Wellington Airport to provide 240 metre RSAs at each end (or an equivalent solution)
- or even if CAA continues the current dispensation, non-Australasian pilots and/or airlines (tired from a long-haul flight) may refuse to risk flying into what is already a challenging airport to land in.

We understand that CAA's position would be determined before Wellington Airport made any commitment to construct.

4.2. The assumption that people have no preference as to when they travel

The report assumes that in 2020 everyone that is travelling between Wellington and an overseas hub will sit and patiently wait for up to 48 hours to catch the one direct non-stop flight out of town. They would apparently do this in order to avoid the extra travel time via Auckland, Christchurch, or an Australian hub.

Probably some people would retime their travel, because they have no particular preference on precisely when they travel. But we expect that most would not retime their travel to this extent. It is unlikely that long-haul travellers are particularly sensitive to travelling via a closer hub given the size of their overall journeys and the fact they transit multiple hubs across the world anyway. Many will want to commence or finish their travel on a given day, or at a given time.

¹⁵ Dominion Post, *Pilots urge runway safety zone extensions*, 19/06/2013, www.stuff.co.nz/dominion-post/news/8811983/Pilots-urge-runway-safety-zone-extensions, accessed 1 December 2014

This means that the commercial viability of long-haul flights is marginal. If there are no long-haul-flights, no benefits will be realised from the runway extension.

Below is a more explicit summary on EY's calculations:

- by 2020 there will be 104,000 passenger movements (i.e. 1-way) between Wellington and an Asian hub, and 74,000 to a North American hub (page 21)
- the Asian travel corresponds to 4 return flights per week, calculated by 104,000 divided by the product of 52 weeks, 220 people per flight, and 2 directions
- the North American travel corresponds to 3 return flights per week, based on the same formula.

Even if all long-haul travellers waited for the one flight on alternating days to either Asia or the Americas, the number of flights is still close to the threshold of three flights per week that EY assumes is the minimum service level needed to sustain a service.

4.3. The assumption of fewer connecting flights

A key assumption underlying the EY report is that a direct connection between Wellington and the world will reduce connecting flights and make it more accessible. Table 9 on page 29 of the EY report shows that Wellington could almost double its theoretical connectivity within one stop from 35% of the world's population to 61%–65%.

However, this potential connectivity increase will not be realised unless there are routine flights to those locations. In the initial phases of the runway extension's life, only one Asian hub destination is predicted, at a frequency of about four flights a week. In order to realise the projected connectivity increase almost all travellers would then need to make additional connecting flights to other Asian cities. It follows that the four flights per week to one Asian hub is unlikely to drive a substantial reduction in the total number of flight transfers.

Compared to Auckland or Sydney airports, Wellington Airport will continue to be significantly less connected. Consider passenger travel from Auckland and Sydney¹⁶:

- Auckland has non-stop regular connections to 31 cities, 8 of which are in "Asia" (ranging from Bali to Guangzhou)
- Sydney has non-stop regular connections to 43 cities, 12 of which are in Asia.

The lack of actual (rather than theoretical potential) direct accessibility from Wellington to end destinations means that most travellers from Wellington will continue to face connecting flights. It is therefore reasonable to conclude that demand will be significantly lower than that predicted in the EY report.

¹⁶ Source: Sean Ford, Manager Aeronautical Suppliers | Airports, Air New Zealand. Email to Chris Parker dated 17 December 2014.

The combined effect of this issue and the one discussed in section 4.2 above casts doubt upon the commercial viability of the seven flights per week alternating between a North American hub and an Asian hub in the 2020s envisaged in EY's Medium and High scenarios.

4.4. The assumption of no impact on flights from Auckland or Christchurch

The medium and high scenarios assume that larger aircraft that fly to/from Australia can call into Wellington if the runway was longer. Page 14 of the EY report describes that this occurs because of rigid schedules to overseas hubs (such as Dubai), leaving the aircraft idle and needing only to cover its short-run variable costs to make a profit. Such services are called fifth-freedom services.

It follows that the total number of such flights to and from New Zealand is principally determined by the flights between Australia and overseas hubs. It does not seem at all likely that there would be additional flights to New Zealand. Thus, any such flights to Wellington would be at the expense of flights to Auckland or Christchurch as well as narrow-bodied services from Australia to Wellington.

These long-haul flights via Australia would benefit Wellington travellers to the extent that they would not need to transfer between aircraft in Auckland, Christchurch or Sydney. Transfers so avoided may produce a small reduction in demand on domestic flights to or from Auckland. Any net-national benefits from these flights would be marginal, and not a step-change.

4.5. Demand / supply analysis

The EY report relies heavily on data on travel movements from Statistics New Zealand's migration data, obtained by Sabre Airport Data Intelligence. We note that this data is not freely available directly from Statistics New Zealand's Infoshare website.

The report describes:

- 462,000 passenger movements (i.e. each way) between central New Zealand and long-haul destinations for the year end August 2013 (page 8)
- that Wellington has the second highest propensity for residents to travel long-haul (at 340 trips per 1,000 residents, after Auckland's 430), despite the claim that it has relatively poor connectivity to direct long-haul services (page 9)
- that 104,000 passenger movements are to an Asian hub, and 74,000 to a North American hub (page 22).

Wellington's role in New Zealand's international tourism market

Section 3.4 of the EY report outlines Wellington's current role in the tourism market. It describes that less than 5% of Chinese visitor transactions currently occur in the Wellington region, but that there is potential for significant growth in Wellington's international tourism market, particularly from markets in Asia (page 7).

There is a question of whether Wellington is attractive to international tourists given that it is in the middle of the country. If such tourists then visited the South Island, they would need to double back to visit northern regions. Surely such tourists would prefer to enter the country at one end (Auckland or Christchurch) and then travel through the country in one direction rather than begin in the middle of the country and backtrack?

One useful way of possibly assessing this would be to analyse the travel patterns of Australian visitors, who are not restricted by the length of Wellington's runway. It was unfortunate that Australia was missing from Figure 5 on page 10 of the EY report. If the proportion of Australians that fly between Wellington and Australia represented the preferences of visitors from other parts of the world, this could provide useful clarity on Wellington Airport's ability to develop its overseas market.

The demand modelling process

The process for modelling demand is outlined at a very high level on page 15 of the EY report. However, there is no technical background provided that allows one to rapidly double-check the workings. An analyst wishing to do so would need to start from scratch.

Moreover, references to the analytical sources are not provided (such as to IATA's "generic stimulation curve" for transformational changes in accessibility discussed on page 16). We have contacted IATA to check whether this demand curve existed, as the report implied that this tool differed from IATA's published research on demand elasticities, but have not yet received a detailed response.

EY's broad approach is as follows:

- it starts with what is called 'Phase 1', which considers the existing numbers of long-haul movements, and baseline growth
- it then (in 'Phase 2') considers induced demand (i.e. an increase in the quantity of travel demanded because of what we presume is a decrease in the generalised cost of travel)
- finally, with 'Phase 3' there is an assumption of further increased demand from more services, which in turn increases the attractiveness of travel.

The transport literature calls the third phenomenon the 'Mohring effect'. It is commonly observed in the field of public transport; e.g. more people catching buses will eventually lead to more bus frequencies, which benefits bus users.

The report describes how some other adjustments were also made, such as:

- increased marketing for the new routes
- some proportioning of demand across competing service offerings (so that a service is not all-or-nothing relative to another).

Some benefits for freight were calculated, and the approach appears fit for purpose. A modest increase in air freight is expected to occur, in line with the number of flights from larger aircraft. The benefit is avoiding the higher cost of travelling to Auckland or Christchurch by road. The results (on page 28) show that freight benefits were immaterial (contributing less than 0.5% of benefits).

Considerable new analysis would be required to independently check whether the modelled demand findings are sound.

4.6. The conversion from expenditure to GVA

The EY analysis considered both expenditures from tourists and the impact on gross value added (GVA). EY describes GVA as the difference between output and intermediate consumption (page 26).

Table 8 (page 26) of the EY report presents the potential direct economic impact – at the national and the Wellington level – of the runway extension based on low, medium and high demand scenarios.

From the expenditure side, EY estimates the direct economic impact at the national level to range between \$238 million in 2020 and \$490 million in 2060. It appears that the corresponding GVA effects were then computed by multiplying these expenditure-side impacts by a factor of 0.53, giving rise to national level GVA estimates ranging between \$125 million in 2020 and \$259 million in 2060.¹⁷

Note that the report did not explain the rationale behind the ~0.53 factor as a basis for computing GVA. In principle, the expenditure-side GDP should be equal to the income-side GDP which is the sum of GVA and commodity taxes. An examination of the most recent, Input-Output table published by Statistics New Zealand shows that the ratio of GVA to expenditure-side GDP is roughly 0.90, with the remaining 0.1 share representing the contribution of commodity taxes to GDP.

In short, we have no idea why or how the conversion from expenditure to GVA was done. We would have expected the gap between expenditure and GVA to be more like 10% rather than the 47% used. It may be that the objective of the analysis was different from what we understand it to be, and that a reasonable explanation exists.

4.7. The multiplier used

Direct impacts are multiplied by a factor of 2.5. Where this number comes from is quite unclear – the report seems to have intended to use a figure of 1.5 as the factor to multiply the direct benefits by to get indirect/induced benefits (see footnote 52 on page 32). If this is so then a multiplier of 2.5 applied to the direct benefits could be used to estimate the total benefits.

It might be that the number 1.5 was chosen as the ratio of *'total : direct impacts'*, but then someone else then interpreted the number as the often-used ratio of *'indirect and induced : direct'*. Confusing these two ratios could explain the discrepancies between the Executive Summary and the Economic Impact Results discussion in the report.

The executive summary (page 2) of the report states that the Net Present Value of the total economic impact can be estimated to range between \$974m and \$1,709m at the regional level. These values have been derived by taking the values estimated for regional direct benefits (\$389m and \$684 respectively) and applying the 2.5 multiplier discussed above.

If we turn now to the *Economic Impact Results* chapter of the report (chapter 6) we find that the final bullet point in section 6.5 (*"Indirect/Induced impacts"*, page 32) states that rounded versions of the same two numbers are not the total economic

¹⁷ For the year 2020: 0.525 (\$125 million/\$238 million); for the year 2060: 0.528 (\$259 million/\$490 million).

impact at the regional level, as in the executive summary, but merely the indirect and induced impacts, and that direct benefits are to be added to this range to produce total benefits:

“In the context of Wellington airport, this means that an indicative estimate of the scale of induced and indirect economic impacts from the enhanced international connectivity opened up by the runway extension is likely to be in the region of \$970m to \$1,700 in addition to the direct benefits”.

Section 6.5 makes no statement as to whether this range is to be taken as national or regional impact, but it seems clear that it is derived by applying the 2.5 multiplier to the regional numbers.

If the statement in the executive summary is correct, the range given in section 6.5 must be incorrect, and the true values for estimated indirect and induced impacts at the regional level must be \$585 to \$1025. This range can be derived by multiplying the estimates of regional benefit by 1.5.

This of course assumes that 1.5 is intended to represent the ratio of direct to indirect/induced benefits, and not the ratio of direct to total benefits. If the latter is intended the indirect/induced benefits are lower still: a range of \$195m to \$342m.

4.8. International students

Direct connections overseas are assumed to increase the number of international students that study in Wellington. Most (90%, page 34) of this is transferred from Auckland and Christchurch.

The discussion on page 19 of the EY report made it clear that international connectivity/ease of travel is not a key factor that affects students' choice of education destination. It seemed incommensurate then that the report finds on page 28 that international students will benefit the Wellington region by \$130 million to \$230 million (33% of the Wellington benefits reported on page 28).

5. Our findings

The foregoing discussion suggests that missing costs and overstated benefits in the initial analysis may lead the reader to think that the potential economic viability of the runway extension project is much greater than it actually is. There is good reason to believe that subjecting the project to the more rigorous standards of formal cost-benefit analysis would produce an assessment in which the economic viability of the project would be more marginal.

NZIER's key findings are:

- the purpose of an initial economic assessment of a major infrastructure project ought to have been to establish its likelihood that it would pass a detailed investment appraisal. However, this purpose was poorly served by Wellington Airport commissioning an economic impact assessment, and a multiplier study at that. An indicative Cost-Benefit Analysis (CBA) would have been far more suitable. The risk that the assessment undertaken for Wellington Airport substantially overstates the potential economic viability of the project cannot be ignored.
- formal Cost-Benefit Analysis is best practice when appraising investments. Both Treasury and MBIE conduct CBAs as a matter of course when undertaking reviews of investment options.
- the demand analysis that underpins the results cannot be straightforwardly reviewed because the data it relies on is not in the public domain, there are no formal references to the key analytical tools, and the approach is only outlined at a high level.
- most (93%) of the benefits are from tourist visits. A critical assumption is how much of their spend is net-beneficial, given that what they buy has a cost. A much greater understanding of this assumption is needed
- how the runway extension costs would be recovered can substantially affect the benefits of the project and thus its economic viability. If Wellington travellers on other services and Wellington ratepayers bear the costs, wider costs would result. However, if Wellingtonians don't bear the costs themselves, they have an unduly large incentive to advocate for the project that is not net-beneficial.
- it has been assumed that people have no preference as to when they travel, and that in the 2020s all long-haul travellers in the Wellington region are prepared to wait for the one flight on alternating days to either Asia or the Americas. Given the commercial viability of long-haul flights is marginal, this risks not realising any benefits at all.
- direct flights to/from Wellington would likely require additional connecting flights overseas, further reducing the demand for the service, its commercial viability, and the overall value proposition
- the notion of more 5th freedom connecting flights from wide-bodied aircraft from Australia does not appear to be of significant national benefit, as they would likely be displaced from Auckland and Christchurch
- given that the runway proposed reclamation of 300metres may not increase the runway length sufficiently to enable long haul services, there is

a risk that a longer reclamation may be needed at a substantially greater cost than \$300m.

- it is not clear whether the multiplier used represent the ratio of direct benefits to total benefits or the ration of direct benefits to indirect and induced benefits. The report is inconsistent in its application of the multiplier.
- NZIER does not understand the basis for converting from expenditure estimates to gross value added.

6. References

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 eMail: **proberts@gasp.co.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

probably need to be higher

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

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Strongly support Support Neutral Oppose Strongly oppose

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Comments

Urban Development

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Comments

Do you support our proposal to improve public spaces such as laneways?

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Comments

Do you support Council's plan for strengthening suburban town centres including work in

Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer

- I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
khand Submission
2015-25 Draft Long-term Plan

Submission- Wellington City Long Term Annual Plan

Introduction

This is the first time that the Khandallah BID has had the chance to submit to the LTP and we believe that as representatives of our local business community; we believe that it is important that we do so and are seen to do so.

Comments

In general we are supportive of the aims and intentions of the LTP. However we believe that there are a number of concerns about the CBD focus of most of the projects;

- We like to think of ourselves as a 'compact city' yet the suburbs miss out on many of the benefits of these and other proposed projects.
- The type of projects being subsidised by Council draw businesses from the suburbs into 'subsidised' circumstances which affects the economic activity and business blend of suburbs such as Miramar. Examples would be IT incubators; gyms and venue activities and especially the proposed film museum. While there is often a need for Council to facilitate the establishment of such activities it needs to be careful about the long term effects of that activity in terms of fees and costs- see later.

Specific Issues

1. **BID funding-** while we are very grateful for the funding support to establish our BID; we are concerned that funds are limited and also that as the policy gathers pace; funding and staffing constraints will limit the number of BIDs and their ability to deliver benefits such as economic growth and engagement to the city. We would like to offer our feedback on this to enable policy review and ideas about developing capacity to handle BID development and support in house.
2. **Runway Extension-** while we are generally supportive of this project as one to deliver economic benefits to all sectors of Wellington; we remain willing to help the process especially in the areas of small business engagement in helping the Consent process. We support the calls for continuing work on a robust business case before approval is given.
3. **Tech Hub-** while this is a welcome development for the city there are a number of concerns;
 - Is Wellington City Council the best agency to run this? Our experience is that WCC officers are very good at their job but lack contacts and personal business experience which can inhibit such an important project. WCC needs to be more facilitative and involve appropriate private parties by Advisory Boards or special engagement.
 - Again we run the risk of thinking too narrowly. If we consider the issue of Tech Associated activities including free wifi, why aren't these issues being considered alongside each other? Some ideas;

- *Getting actively involved in the ICT Hub proposal and helping push that.*
- *Satellite ICT Hubs in Eastern, Western, and Northern Wards. Starting with Eastern.*
- *Money for any smart applications that may come out of past or future hackathons.*
- *Extending the free CBD wireless to not just the rest of the city, but to suburbs as well.*
- *When the free wireless is built, making sure that we can attach sensors to it at a later date.*
- *A move toward Open Data stored in a Community Cloud that is managed by WCC, the Community, Business, and other interested parties.*
- *Strengthening the Innovation Group with more staff.*
- *Council facilitation of six-monthly Wired Wellington High-Tech Days.*
- *Direct support from Council in terms of ICT Start Ups getting through the red-tape of establishing themselves in the city.*
- *A more cohesive “package” that encourages high-tech companies to move to Wellington and establish themselves. Not just in the central city, but out our way as well.*
- *A policy that WCC will attempt to source its ICT locally, where appropriate. (There are moves to do this in government as well and it’s worked really well in the UK).*
- *Education in schools, students and teachers.*

I think that the Innovation Group has been really supportive of local initiatives and if we can strengthen them we could see some of this stuff actually starting to happen in a planned way.

- There is a very real concern that unless this is looked at in terms of a city wide initiative, then landlords providing facilities in the suburbs such as Khandallah lose out to ‘subsidised’ council facilities—we have some examples of this happening and it needs to be considered in the context of the next initiative i.e. the Miramar Industry Enterprise Zone.
4. **Creating liveable communities and accommodating growth**- the Development Contribution Policy needs to be reconsidered as part of this package. In a village like Khandallah, development contributions inhibit the ability of the village to encourage new development (both retail and apartment residential) when such a village actually needs a more intensive people foot print for its long term success. While we acknowledge the need for contributions where new projects add pressure to existing infrastructure, we feel that;
- The existing policy is a blunt tool that hinders rather than helps the desire for intensification and development
 - We know of several projects that were canned because of the short term effect on the financial viability of such projects

- There are other mechanisms of spreading the load and Council should make a more holistic approach to the benefits of such development including new rates and employment. Options to be considered could be a targeted rate over ten years and an improvement in the method of calculation i.e. these are not apartments and people using these facilities are not there all day and do not put a great deal of pressure on the infrastructure.
- We note in passing that many cities do not have a development contribution policy (eg. Lower Hutt) and as it only raised \$5m last year; it should be got rid of and other ways considered to finance the infrastructure development that does not make the level of development contributions a factor in deciding whether such developments go ahead..
- The policy prevents villages such as Khandallah from intensifying with apartments over new business or retail builds; which offer down sizing couples the ability to stay in their community.

Additionally the BID members and board are keen to plan changes to the streetscape with the assistance of Wellington City Council; using the addition of “parklets” (see Seattle: http://www.seattle.gov/transportation/parklets_history.htm) to enhance the local environment as a living community. We have significant areas that would lend themselves to this type of development especially the area around the Khandallah Library.

5. **Sir Ian Athfield-** we would like to see Ians life and work commemorated in some way in Khandallah, a place he had a passion for. This could take a variety of forms eg. a plaque; a road name change or using that concrete form from his house as an entry point or in the kids playground to climb over; or as part of entry signage. We would welcome the chance to discuss options.

Summary

In summary we feel that Council has to get over the ‘CBD as the engine room’ approach. There is considerable value in considering an integrated approach to the city and supporting the suburbs to develop those things that the LTP quite rightly considers important;

- Growth and economic activity
- Vibrancy and innovation
- Infrastructure

We support the intent of the LTP and look forward to engaging with the Council in many of these initiatives.

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 eMail: **biancatheduck@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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- Submitter
 Agent
 Both
-

Submission

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Comments

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Comments

Keep our public transport edge!

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Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

I strongly support the Living Wave City idea and want to see it specified in the long term plan.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching.

(Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer
 Commercial ratepayer

- Residential and commercial ratepayer
 - I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

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File
2015-25 Draft Long-term Plan

WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

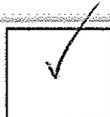
- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

In the 2014 Annual Plan ^f ~~submissions~~ there were more submissions supporting this than for any other single point - so the people want it! They need it! Make us proud to be here WCC!

Name Fe Day
 Signature Felicity G Day
 Address 16a Rubble St Isld Bay
 Phone 021 1466209
 Email biancatheduck@gmail.com

I wish to make an oral submission



Submitter Details

First Name: **Anthony**
 Last Name: **Maturin**
 Street: **4 Hoggard Street**
 Suburb: **Vogeltown**
 City: **Wellington**
 Country:
 PostCode: **6021**
 Daytime Phone: **(04) 389-2416**
 eMail: **maturinpublishing@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

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Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
Submission to WCC
2015-25 Draft Long-term Plan

Submission to Wellington City Council

Re Airport Extension

Preamble

1. *Jim Yong Kim (President of the World Bank Group) ... called for a strong Paris deal during a speech to the Council on Foreign Relations in Washington.*

*“In a year’s time, the international community will have the opportunity to send a clear signal that we, as a global community, are determined to manage our economies to achieve **zero net emissions before the year 2100.**”*

See more at: <http://www.rtcc.org/2014/12/08/live-in-lima-day-7-un-cop20-climate-change-summit/#sthash.1XOFLyIL.dpuf>

2. In 2014, overseas visitors to New Zealand, including those attending conferences and sporting fixtures, contributed more than 9.3 million tonnes of greenhouse gases through international air travel alone, to our already overburdened atmosphere (using Stats NZ figures).

Point 2 above is in direct opposition to point 1.

The question is, would an extension to the Wellington airport contribute to a zero emissions goal before the year 2100? Or make it more difficult to achieve?

The issue is not one of financial gain or loss. Jim Yong Kim also said on another occasion, that all our decision-making, all our actions have to be based on that zero emissions goal. Jim Yong Kim was not alone, he was quoting some of the world’s most respected climate change scientists, some of whom set **2030** as a deadline for rich countries to adhere to.

Some will argue that bio aviation fuels will solve the problem of emissions. But while a good deal of work is being done in that area, and aircraft design is improving, so far there is no solution that would guarantee zero emissions from air travel, apart from phasing it out.

I submit that, far from extending Wellington airport, we have to make plans to phase it out altogether, and plan a society not reliant on overseas air travel.

Use of the airport could be progressively phased out in many ways. For example:-

- 1) Limit its use to international flights, reducing numbers of flights gradually.
- 2) Place limits on numbers of international passengers allowed through in a year.
- 3) Limit its use to aircraft crossing Cook Strait to link up with surface

transport.

- 4) Limit its use to non-jet engined aircraft.
- 5) Limit its use to emergency and training flights.

Of course present land travel options will have to be improved. But to put it all into a true perspective, always we have to compare our options with those in poorer countries who never get near an aircraft yet are even now suffering the effects of the climate changes to which our life styles are contributing.

The eventual closing of the airport will be part of a general effort to transform our whole transport system to a fossil fuel-free one. The move will have to be backed by a society well educated in, and concerned about climate change issues, determined to achieve a zero emissions goal. I think we also have to accept that full support for such a scheme will probably never be forthcoming, so a measure of legislation will probably be required sooner or later.

We have to accept too that no ETS is any use for getting us to zero emissions. ETSs were designed to allow business as usual pollution by those who could pay – not to achieve zero emissions.

Offset schemes, even tree planting, by their nature have to be treated circumspectly. In correspondence with Kevin Anderson, past Director of the Tyndall Centre for Climate Change Studies in the U.K., he has remarked that the science of offsetting is not yet robust. He and his colleagues have also said that cutting emissions to zero by 2030 will only give us a 50/50 chance of avoiding dangerous climate change. We come back to having to actually cut emissions.

Wellington City Council could help by:

- designing and building an all fossil-fuel-free city transport system;
- encouraging the development and use of electronic communications systems;
- organizing publicity and educational events; (several climate change science organisations send out weekly newsletters which can form the bases for study/discussion groups);
- encouraging the purchase of electric vehicles;
- investigate the possibility of establishing locally operated electricity generation;
- encouraging staff members to measure their carbon footprints;
- encouraging the Transition Towns movement;
- possibly designing a method of carbon rationing.

We are some way from being a carbon neutral city yet. But the fact that the City Council has a 10 year plan shows that the will and expertise is there.

We just have to keep our eyes firmly on that goal of genuine zero emissions by 2050.

**Anthony Maturin
4 Hoggard St
Wellington
Ph (04) 389-2416**

Submitter Details

First Name: **allan**
 Last Name: **probert**
 Organisation: **Enterprise Miramar Peninsula Inc**
 On behalf of: **Miramar Business district**
 Street: **10 churchill drive**
 Suburb: **Wilton**
 City: **Wellington**
 Country: **nz**
 PostCode: **6012**
 Daytime Phone: **0272414393**
 Mobile: **same**
 eMail: **enetrprise@miramarpeninsula.org.nz**

Wishes to be heard:

- Yes
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- Residential and commercial ratepayer
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- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
Submission
2015-25 Draft Long-term Plan

Submission- Wellington City Long Term Annual Plan

Introduction

This is the first time that the Miramar BID has had the chance to submit to the LTP and we believe that as representatives of our local business community; we believe that it is important that we do so and are seen to do so.

Comments

In general we are supportive of the aims and intentions of the LTP. However we believe that there are a number of concerns about the CBD focus of most of the projects;

- We like to think of ourselves as a 'compact city' yet the suburbs miss out on many of the benefits of these and other proposed projects.
- The type of projects being subsidised by Council draw businesses from the suburbs into 'subsidised' circumstances which affects the economic activity and business blend of suburbs such as Miramar. Examples would be IT incubators; gyms and venue activities and especially the proposed film museum. While there is often a need for Council to facilitate the establishment of such activities it needs to be careful about the long term effects of that activity in terms of fees; locations and costs- see later.

Specific Issues

1. **BID funding-** while we are very grateful for the funding support to establish our BID; we are concerned that funds are limited and also that as the policy gathers pace; funding and staffing constraints will limit the number of BIDs and their ability to deliver benefits such as economic growth and engagement to the city. We would like to offer our feedback on this to enable policy review and ideas about developing capacity to handle BID development and support in house. Additionally there is significant pressure on board members that volunteer their time; while running their own businesses.
2. **Runway Extension-** while we are generally supportive of this project as one to deliver economic benefits to all sectors of Wellington; we remain willing to engage to help the process especially in the areas of small business engagement in helping the Consent process. We support the calls for continuing work on a robust business case before approval is given.
3. **Tech Hub-** while this is a welcome development for the city there are a number of concerns;
 - Is Wellington City Council the best agency to run this? Our experience is that WCC officers are very good at their job but lack contacts and personal business experience which can inhibit such an important project. WCC needs to be more facilitative and involve appropriate private parties by Advisory Boards or special engagement.
 - Again we run the risk of thinking too narrowly. If we consider the issue of Tech Associated activities including free wifi, why aren't these issues being considered alongside each other? Some ideas;

- *Getting actively involved in the ICT Hub proposal and helping push that.*
- *Satellite ICT Hubs in Eastern, Western, and Northern Wards. Starting with Eastern.*
- *Money for any smart applications that may come out of past or future hackathons.*
- *Extending the free CBD wireless to not just the rest of the city, but to suburbs as well.*
- *When the free wireless is built, making sure that we can attach sensors to it at a later date.*
- *A move toward Open Data stored in a Community Cloud that is managed by WCC, the Community, Business, and other interested parties.*
- *Strengthening the Innovation Group with more staff.*
- *Council facilitation of six-monthly Wired Wellington High-Tech Days.*
- *Direct support from Council in terms of ICT Start Ups getting through the red-tape of establishing themselves in the city.*
- *A more cohesive “package” that encourages high-tech companies to move to Wellington and establish themselves. Not just in the central city, but out our way as well.*
- *A policy that WCC will attempt to source its ICT locally, where appropriate. (There are moves to do this in government as well and it’s worked really well in the UK).*
- *Education in schools, students and teachers.*

We think that the Innovation Group has been really supportive of IT in the city and if they could be strengthened; we could see some of this stuff actually starting to happen in a planned way.

- There is a very real concern that unless this is looked at in terms of a city wide initiative, then landlords providing facilities in the suburbs such as Miramar lose out to ‘subsidised’ council facilities—we have some examples of this happening and it needs to be considered in the context of the next initiative i.e. the Miramar Industry Enterprise Zone.
4. **Miramar Industry Enterprise Zone**—this is a great initiative and we support it wholeheartedly. However we would want some closer consultation with us to consider its formation and impact; as it will have an impact on our local business community such as infrastructure investment spend; transport pressures and other day to day activities.
 5. **Creating liveable communities and accommodating growth**— the Development Contribution Policy needs to be reconsidered as part of this package. While we acknowledge the need for contributions of adding pressure to existing infrastructure, we feel that;
 - The existing policy is a blunt tool that hinders rather than helps the desire for intensification and development

- We know of several projects that were canned because of the short term effect of development contributions on the financial viability of such projects
 - There are other mechanisms of spreading the load and Council should take a more holistic approach to the benefits of such development including the creation of new rates and extra employment. Options to be considered could be a targeted rate over ten years and an improvement in the method of calculation i.e. these are not apartments and people using these facilities are not there all day and do not put a great deal of pressure on the infrastructure.
 - We note in passing that many cities do not have a development contribution policy (eg. Lower Hutt) and as it only raised \$5m last year; it should be got rid of and other ways considered to finance the infrastructure development.
 - The policy prevents villages such as Khandallah from intensifying with apartments over new business or retail builds.
- 6. Promoting housing choice-** we oppose the Special Housing Designation for Shelly Bay and would prefer to see some development consistent with a well thought out plan for the area as a whole.
- 7. Shelly Bay-** we question the removal of the Miramar framework as a Council policy designed to investigate development in this area. We have not been consulted in this context and we urge the consideration of Council infrastructure investment as part of a policy to help this area grow.
- 8. Miramar Ave upgrade-** Enterprise Miramar Peninsula Inc is consulting with local businesses and Council on redeveloping Miramar Avenue for a number of reasons;
- It is our main economic thoroughfare and usage is growing by 2.5% per year
 - It is mixed usage ie. Businesses compete with the need for mixed transport options ie. Bike, car, pedestrian and bus as well as trucks.
 - We want to avoid an Island Bay scenario and see cycling as a big economic benefit for the Miramar Peninsula and for local businesses
 - We have submitted a proposal to Council for funding of this urban development project as part of the total cycleway funding; but have had no response.

We therefore request a funding allocation to this project as part of the LTP.

Summary

In summary we feel that Council has to get over the 'CBD as the engine room' approach. There is considerable value in considering an integrated approach and supporting the suburbs to develop those things that the LTP quite rightly considers important;

- Growth and economic activity
- Vibrancy and innovation
- Infrastructure

We support the intent of the LTP and look forward to engaging with the Council in many of these initiatives.

From: [Jason Tamihana-Bryce](#)
To: [BUS: Long Term Plan](#)
Subject: Long Term Plan submission
Date: Monday, 13 April 2015 11:28:53 p.m.

Name	Jason Tamihana-Bryce
Email	houseburningdown@gmail.com
Postcode	5026
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	JUST DO IT
Would you like to deliver an oral submission to council in person?	Yes

WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

A respectable salary is a significant reflection of how workers are valued. I want assurance from WCC that it values its workers and the work they do by including the living wage in its Long Term Plan. This assurance would make me proud of my Council!

Name Danielle Davies

Signature 

Address danielled@nzno.org.nz, 43 Melbourne Road, Island Bay.

Phone 021-174-9365

Email

I wish to make an oral submission





NZNO Submission on the Wellington City Council Draft Long Term Plan 2015/2025

Submission to Wellington City Council

17 April 2015

Author

DANIELLE DAVIES, BN, MIR, PHD (CANDIDATE), ORGANISER

DDI 04 494 8238 OR 0800 28 38 48 | E-MAIL DANIELLED@NZNO.ORG.NZ | www.nzno.org.nz

NEW ZEALAND NURSES ORGANISATION | PO BOX 2128 | WELLINGTON 6140

About the New Zealand Nurses Organisation

The New Zealand Nurses Organisation is the leading professional and industrial organisation for nurses in Aotearoa New Zealand, representing over 46,000 nurses, midwives, students, kaimahi hauora and health workers on a range of employment-related and professional issues. Te Runanga o Aotearoa comprises our Māori membership and is the arm through which our te Tiriti o Waitangi partnership is articulated.

NZNO provides leadership, research and support for professional excellence in nursing, negotiates collective employment agreements on behalf of its members and collaborates with government and other agencies throughout the health sector. Nurses are the largest group of health professionals comprising half the health workforce.

The NZNO vision is "Freed to care, Proud to nurse". Our members enhance the health and wellbeing of all people of Aotearoa New Zealand and are united in their professional and industrial aspirations to achieve a safe, sustainable and accessible system of public health care for all New Zealanders.

EXECUTIVE SUMMARY

1. The New Zealand Nurses Organisation (NZNO) welcomes the opportunity to comment on the Wellington City Council Draft Long Term Plan 2015/2025.
2. NZNO supports in principle the Wellington City Council's public consultation process, including forum and submission opportunities, but believes it would have been more inclusive with longer timeframes and more substantive information given at an earlier date.
3. NZNO's main focus is on the potential of the Plan to improve the health of people living in Whanganui-a-Tara / Wellington, in particular to address the social determinants of health.
4. NZNO applauds the steps the Council has taken in becoming a Living Wage Council in 2013 (Chapman, 2013) and acknowledges the significant efforts the Council has taken thus far in making this commitment a reality.
5. NZNO is committed to the Living Wage campaign (Musa, 2014; Scoop, 2014) and as such supports Living Wage Wellington's Submission (Barber & McIntyre, 2015).
6. NZNO also supports the use of the Health Impact Assessment tools developed by Ministry of Health to ensure that population health and wellbeing are considered across all sectors of policy development and implementation.
7. We draw your attention to a relatively new health risk: the impact of artificial lighting, which has been linked with increased incidence of cancer. We suggest it is of critical importance that the evidence relating to this aspect, is considered alongside the economic and environmental benefits in relation to the transition to new LED lighting technologies.
8. NZNO recommends that the Long Term Plan 2015/2025:
 - explicitly commits to making Wellington city a Living Wage City;
 - embeds the use of health impact assessment tools across all policy areas; and
 - considers the health impact of new municipal lighting initiatives.
9. In addition to this written submission, NZNO would like to make an oral submission to the Council.

DISCUSSION

Living wage

1. Poverty and inequity are root causes of much ill health and inequality in this country, and Wellington is not immune to either.
2. Living Wage Wellington (2015) states that “while incomes in the Wellington region are higher than the national average, many workers and their families in Wellington City, including those in the Council workforce, live in poverty” (p. 6). Those who are struggling to survive on incredibly low wages are also the people who face barriers to accessing health care, education and other social services when and where they need them.
3. One measure by which to demonstrate how a population is valued is by the wages they earn. The rationale behind the Living Wage movement is that it uses mainstream economic tools to analyse the income necessary to provide workers and their families with the basic necessities of life. A living wage enables workers to live with dignity and to participate as active citizens in society.
4. The link between economic prosperity and quality of life has been a welcome feature of many Wellington City Council documents, including the 2013/2014 Annual Plan.
5. One way in which the Council can address this link is to act as a role model employer and formalise commitment and implementation of the living wage within the Long Term Plan.
6. The connection between the living wage and the Long Term Plan has been well established over the past year. For example, the Dominion Post reported that councillors agreed that “a plan for including those staff developed in time for inclusion in the 2015 long term plan”.
7. Furthermore, submissions on the 2014 Annual Plan overwhelmingly supported the Council to complete the implementation of the living wage.
8. NZNO acknowledges the hundreds of Wellington City Council staff lifted to the 2013 living wage rate and the Long Term Plan’s inclusion for a living wage for directly employed staff at Wellington Zoo and Museums Trust.
9. Whilst these steps are in the right direction, formalisation of the implementation and maintenance processes required to fully commit to the living wage needs to be well articulated and embedded in the Long Term Plan.

Health Impact Assessment Tools

10. The Ministry of Health has developed an extensive suite of internationally recognised tools for health impact assessments as a practical way to ensure that health and wellbeing are considered when policy is being developed in all sectors (Ministry of Health).
11. We draw your attention to the key resources: The Public Health Advisory Committee publication: *A Guide to Health Impact Assessment* and the Ministry of Health publication: *Whānau Ora Health Impact Assessment*.
12. NZNO strongly recommends that the Council commits to using these tools, to avoid the costs of unintended adverse consequences of policy decisions and implementation, and to sustain a healthy, liveable environment for Wellingtonians.

Lighting

13. The rapidly increasing number of research papers examining the impact of artificial light at night - on human health, particularly cancers that may be influenced by melatonin (Hansen, 2001) (Navara & Nelson, 2007) and flora and fauna (Rich & Longcore, 2006) is testament to the increasing knowledge and concern that our lighting protocols, including specifications for road lighting, may not be as safe for human and environmental health as they could be. Hansen's 2001 research found that the high exposure of artificial light for shiftworkers, for example, qualified as an occupational health risk.
14. While substantial saving of energy is possible with LEDs, it does not appear to have led to less, or more sensible or appropriate use of public lighting, but to an increase in lighting.
15. What is clearly emerging from the research is that artificial lighting and light pollution is potentially hazardous, and that it can be managed in a way that mitigates risk. Lighting guidelines and specifications should reference, and be informed by, the evidence to ensure a consistent regulatory framework which protects and enhances human and environmental health.
16. NZNO recommend that Council adopt a more cautious approach to public lighting design by reducing overall lux levels and eliminating light where it is not necessary; improving placement and direction of lanterns, specifying and using a safe spectral range; and

implementing robust monitoring and enforcement of standards that minimises health and environmental risks.

CONCLUSION

17. In conclusion, NZNO particularly urges the Council to incorporate how the living wage will be implemented to the entire Council workforce and to demonstrate its commitment to becoming a fully-accredited Living Wage employer by making this issue a priority.
18. NZNO recommends that Wellington City's Long Term Plan articulates the Council's commitment to:
 - becoming a Living Wage employer, paying all staff the living wage, including directly-employed staff, and those employed in CCOs and by contractors;
 - direct CCOs to report on how they will move their staff to the living wage;
 - investigate the best way to ensure council workers employed through contractors are paid the living wage;
 - implement the living wage for those employed by contractors as tenders are sought for services delivered on a regular and ongoing basis;
 - take a lead in creating a Living Wage Council;
 - consult with relevant parties, including Living Wage Wellington, throughout the planning and implementation process; and
 - use health impact assessment tools across all policy areas, including consideration of the health impact of lighting.

Danielle Davies

Organiser

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WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

By taking this ~~step~~^{action} the Wellington City Council would be making a commitment to social justice; a commitment to a small but attainable goal, the first step towards a better society in this part of Aotearoa/New Zealand for some of the most disadvantaged (and most talented) social groups. As a pensioner with health problems ~~and~~ I know some of these ~~workers~~ personally. They are my carers - as they are for the whole generation of baby boomers. We will rely more and more these people (and their children) for our own social and economic wellbeing.

Name Michael Scott

Signature M Scott

Address 285 G Rintoul St, Berhampore, Wellington

Phone 3898520

Email mdscott@actrix.co.nz

I wish to make an oral submission



From: [Jonathan Zukerman](#)
 To: [BUS: Long Term Plan](#)
 Subject: Long Term Plan submission
 Date: Tuesday, 14 April 2015 10:16:32 p.m.

Name	Jonathan Zukerman
Email	jonathan.zukerman@gmail.com
Postcode	6011
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Write a message to the council	This council has dithered too long on investing in safe cycle infrastructure. People who ride bikes in Wellington put their life on the line every day due to the negligence of this council. Get on with it!
Would you like to deliver an oral submission to council in person?	Yes

WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because:

I am a low paid worker caring for the elderly.

I completely support the WCC paying the living wage to all its workers

It will increase productivity, the economic and make the employee feel more valued in their job they will then be more committed to their job.

As a rate payer in the region I will agree to be prepared to pay more in my rates

Name Marianne Bishop

Signature M Bishop

Address 12 Breaker Grove, Newlands, Wghn

Phone 04 9709828 021 2574146

Email mmbpc@paradise.net.nz

I wish to make an oral submission



SUBMISSION ON THE WELLINGTON CITY COUNCIL DRAFT LONG-TERM PLAN 2015-2025

Name: D B McKay

Organisation: The Thorndon Society Inc in association with the Thorndon Village retail and business owners and land owners

Address: 380 Tinakori Road, Thorndon, Wellington 6011

Phones: 04 9720280 0276617000

email: brett.mckay@paradise.net.nz

Present submission: Yes

This submission supports those aspects of the Draft Long -Term Plan relating to the strengthening of town centres or suburban centres in the city and refers specifically to the Thorndon Village Centre.

In particular we support the continuation of the centres upgrade programme which assists the creation of livable and vibrant communities.

In 2014 a modest upgrade of the Thorndon Village Centre was undertaken. A key feature of this upgrade was the installation of 12 sets of footpath pavers each containing a quotation from an artist with Thorndon connections.

The artists selected were:

Katherine Mansfield (Author) \

Rita Angus (Painter)

Major Charles Heaphy VC (Painter)

Frances Hodgkins (Painter)

Dorothy K Richmond (Painter)

Avis Higgs (Painter and textile designer)

Thomas McCormack (Painter)

Valerie Beere (Painter)

Douglas Lilburn (Composer)

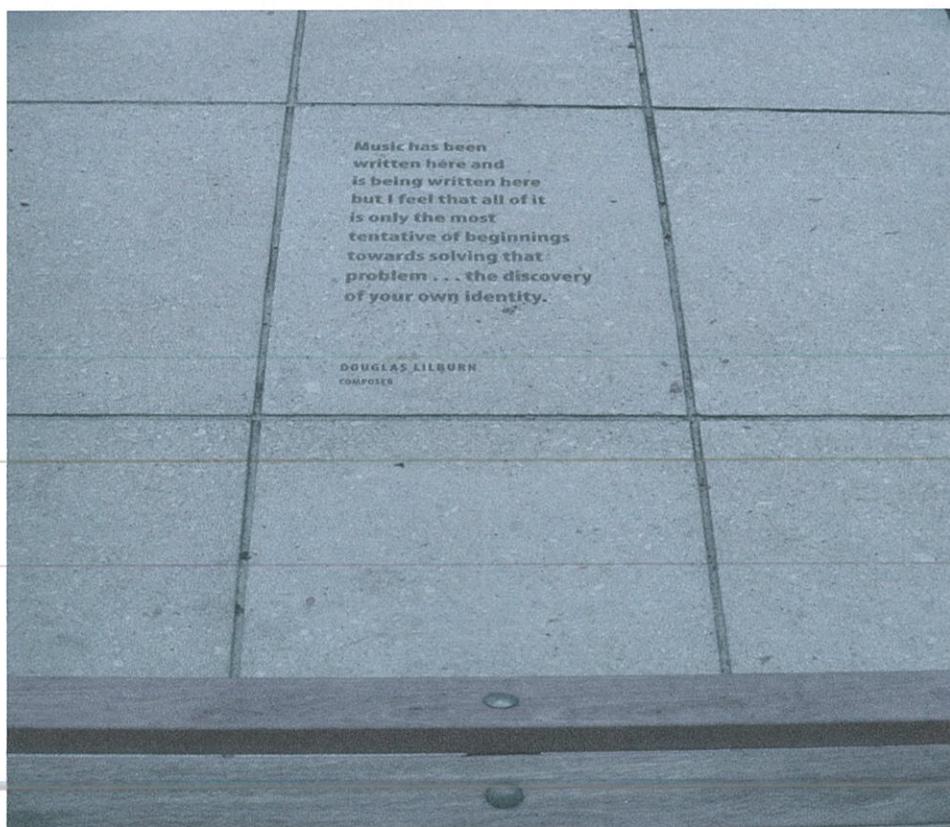
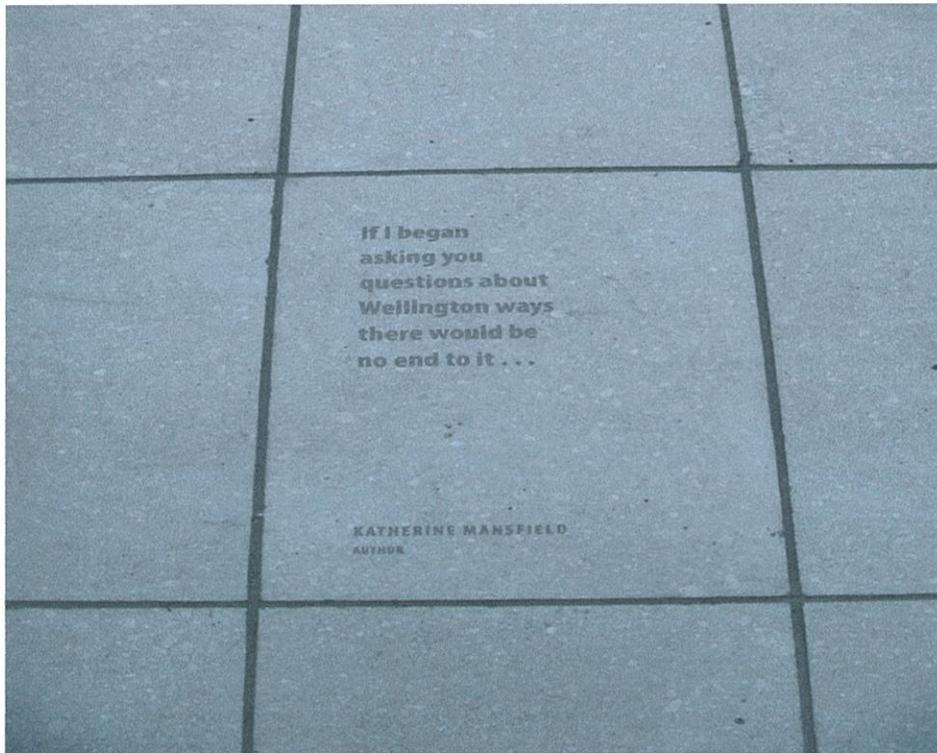
Dame Janet Paul (Painter and art historian)

Jane Campion (Film director/screen writer)

Kirsty Gunn (Author)

The Thorndon project has been well received. The acknowledgement of many well known artists highlights a particular layer of Thorndon's diverse heritage for which the suburb is well known. The pavers create a point of difference for the village centre which hopefully can be capitalised on by local business over time.

Two examples of the installations are shown below:



While the 2014 project budget was sufficient to enable 12 artists to be recognised the exercise revealed that there is a further list of other Thorndon artists who have not been represented. The list includes Evelyn Page (painter), Robert Parker (organist), Helen Crabb (painter), Michael Nicholson (sculptor and painter) and Ronald Burt (musician and artist).

It is considered that it would be desirable to continue adding pavers along Tinakori Road on a progressive basis to further reflect the depth of artistic talent in the suburb both past and present.

It has been suggested that a suitable second stage project would be to add a number of pavers to the south along Tinakori Road to provide a link between the village and the Botanic Gardens.

Request

This submission requests that the centres upgrade programme under the Long-Term Plan for 2015-2025 makes specific provision for the installation of further artists plaques on Tinakori Road to extend the project undertaken in 2014.

An initial budget of 25k would provide for some 4-5 new installations in 2015-16 to link the village centre with paths from the Botanic Gardens.

A mechanism would be required to fund further installations on a progressive basis beyond 2016 as research on other Thorndon artists is completed.

Brett McKay
Thorndon Society Committee Member

14 April 2015



From: [Julian Boorman](#)
To: [BUS: Long Term Plan](#)
Subject: Long Term Plan submission
Date: Wednesday, 15 April 2015 12:27:38 a.m.

Name	Julian Boorman
Email	julianboorman@yahoo.com
Postcode	6011
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
Write a message to the council	Please give us safe protected cycleways. Stop mucking around. We deserve to be safe when we cycle, and our kids deserve to be able to cycle in protected cycleways. Hurry up with the Island Bay cycleway. I would like to speak to my submission. My phone number is 0210 688 951
Would you like to deliver an oral submission to council in person?	Yes



Methodist Church Te Haahi Weteriana - Public Issues Network

SUBMISSION: WELLINGTON CITY COUNCIL LONG TERM PLAN RE THE LIVING WAGE. APRIL 2015

Contact:

Rev. Falaniko Mann-Taito
Thorndon, Wellington

Email: betsan@publicquestions.org.nz

Phone: 021-388-337 / 04 473 2627

Tena Koutou - Greetings

This is a submission on the Wellington City Council Long term Plan.

Methodist Public Questions is a network of the Methodist Church, Te Hāhi Weteriana o Aotearoa. The church has outreach contact with approximately 200,000 people, and a Public Issues network of about 500 people engaged with public issues.

Members of the church are made up of the constitutive Partnership of the Methodist Church: Te Taha Maori and Tauwi. Tauwi is comprised of Sinoti Samoa, Vahefonua Tonga, Wasewase ko Viti kei Rotuma e Nui Siladi and Pakeha. There are ecumenical groups associated with the Network as well.

Public Issues Network, Methodist Church, Te Hāhi Weteriana o Aotearoa

Submission to the Wellington City Council Draft Long Term Plan 2015/2025

Our Submission

We welcome the opportunity to submit on the Wellington City Council (WCC) Long term Plan 2015-25 and fully endorse the decision made in 2013 for WCC to become a Living Wage employer and for the entire Council workforce, including directly-employed workers and those employed through CCOs and contractors, to be paid a Living Wage.

Summary Recommendations:

- Include commitment to staged and full implementation of Living Wage in the Long Term Plan, paying all staff the living wage, including directly-employed staff, and those employed in CCOs and by contractors
- Direct CCOs to report on how they will move their staff to the living wage
- Investigate implementation of Living Wage in contracts, including this as a requirement for tenders for services delivered on a regular and ongoing basis

Public Issues, Methodist Churches

Methodist parishes throughout New Zealand are actively supporting the Living Wage, and Wesley Church Taranaki St. has made a significant contribution to the work with Wellington City Council to adopt a Living Wage policy. We are proud of the support from Wellington City Councillors for this decision.

WCC's decision to become a Living Wage employer needs to be inserted into the WCC Long Term Plan to 2025 with a strategy for implementation. Staged implementation could include making the Living wage a requirement of contracts when they come up for renewal.

Living Wage is a social investment, which is presently missing from the Long term Plan. It is a significant expression of improving the quality of life for Wellington's citizens and addressing inequality in our people-centred, smart capital of Aotearoa New Zealand.

Send to: LongTermPlan@wcc.govt.nz

Oral submission

Wesley Church would like to speak to our submission.

Contacts

Betsan Martin

021 388 337

betsan@response.org.nz

Rev. Falaniko Mann-Taito

mann-taito@wesleychurch.org.nz

Introduction

Wesley Church is part of the Public issues Network of the Methodist Church, which actively supports the Living Wage movement in Wellington and different parts of the country. We welcome the opportunity to join with Living Wage Wellington and other churches and organizations in making a submission on the Wellington City Council Long Term Plan 2015/2025.

The Methodist Church is committed to addressing poverty and inequality by lifting low wages. The Public Issues Network works with Living Wage Wellington (as part of LWMANZ) to bring together a wide range of faith and community organisations and unions which represent people in Wellington and live outside the city.

We strongly support the Council's commitment to become a living wage council and commitment in principle to pay the Living Wage to all council staff, including those employed in CCOs and by contractors.

Wellington City Council and Living Wage

We are very pleased that nearly 500 council workers have been lifted to the 2013 New Zealand (NZ) living wage rate, including low-paid parking wardens. The Long Term Plan makes provision for a living wage for directly employed staff at Wellington Zoo and Museums Trust.

The implementation of the living wage for the whole council workforce, including those employed in Council Controlled Organisations (CCOs) and via contractors, was strongly supported in last year's 2014 Annual Plan community consultation.

The 10 year plan is the ideal strategic opportunity to build the Living Wage into the strategic plan of Wellington City Council. We recognize the strategic importance of staged implementation of the Living Wage.

Currently there are council workers, cleaners, security guards, and recycling workers, on the minimum wage of \$14.75.

Social Investment

The LTP emphasises the city's "strong financial position".ⁱ We would like to emphasise the importance of social investment. Infrastructure investment plans are a strong feature of the Long Term Plan, many of which we are not able to comment on here. The Living Wage is an exemplary investment as it has positive outcomes for employers and families. Many Wellington workers, including those in the Council's own workforce, need better wages to meet living and accommodation costs. Sixty percent of those in poverty are in low paid employment. Adequate incomes give workers resilience and ability to participate in the city and in their communities.

The relationship between wages and well-being is well documented. Health, education, and social participation all improve when wages are lifted.

Incomes in the Wellington region are higher than the national average. It is appropriate that Wellington City as a public sector employer should set a target to lift the lowest quartile of wages in the LTP as a specific strategy to reduce inequality.

The living wage commitment should be expanded and included in the Social Outcomes section of the Plan, which currently contains no people-focused outcomes.

The living wage is briefly mentioned under the “invest for growth” section of the draft Plan there is provision for a living wage for directly-employed staff at Wellington Zoo and Museums Trust.

Business Case for the Living Wage

A living wage benefits businesses by reducing costs of turnover, improving morale and motivation of workers, and enhancing public image and reputation and can encourage more competitive industry.

Most of the lowest-paid workers in the Council workforce are employed in WCC-contracted and sub-contracted organisations, with the cleaners, catering workers, security and recycling workers paid not much more than the minimum wage of \$14.75 an hour.

Living Wage Wellington has estimated the cost of implementing the living wage across all employees in the Council workforce employed via contracted employees at around \$700,000. This is a very modest expense compared to \$300 million for airport extension, \$10 million for the Peace and Conflict Museum and \$4 million per year for the Convention Centre.

Wellington City Council’s annual operating expenditure 2015-16 has been budgeted at \$318 million. Implementation of the Living Wage represents 0.22% of this total operational cost.

Personnel costs are almost \$100 million per year, and a living wage for the Council workforce employed via contractors is around 0.7% of this. It will cost less than **a cent a day per resident** to implement a living wage.

Decent wages makes business sense in both public and private sectors. Research in the UKⁱⁱ in 2012 reported that a living wage:

- Supports recruitment and retention of staff, saving employers the costs of turnover
- Lowers the rates of absenteeism and sick leave
- Suggests enhanced productivity, through higher quality work by employees
- Boosts morale and motivation
- Improves public image and reputation of businesses
- Promotes competition by wage repression as a competitive edge

Living Wage Wellington’s submission is that the cost of implementing the Living Wage can be met by a range of measures, including from the Council’s current total wage budget and through negotiation with the relevant contractors. Any cost to ratepayers will be staged as contracts come up for renegotiation.

Paying staff a living wage will ensure they can participate in the life of the city and have access to recreational and community facilities. A prosperous economic environment depends on people having spending power to support local business.

Inequality in Wellington

The *Genuine Progress Indicators* work of Wellington Regional Council was updated in November 2014 and reports that the “P80/P20 ratio of equivalised gross weekly household income for the region is consistently higher than that for New Zealand”. The report states that the degree of income inequality in the region increased between 2001 – 2013, concluding: “This

high and increasing level of income inequality is expected to have implications for the overall wellbeing of the people living in the region”.ⁱⁱⁱ

The Wellington City Council CEO has a salary package of over \$400,000 per year (nearly 10 times the living wage). According to the WCC 2014 Annual Report^{iv} three staff earn more than \$300,000 and 19 staff earn more than \$180,000 per year. This is around \$4.5 million per year for 19 people.

Implementing a living wage for all the council workforce employed by contractors would cost a mere 15% of those total salary packages and could be financed out of restructuring those packages as the living wage is phased in.

A cap on high pay in the Council could be introduced over the next three years, and the introduction of a maximum 8:1 ratio of highest to lowest paid over the next 5-10 years (which would mean a highest pay rate of about \$320,000 based on the current \$19.25 living wage rate as an official minimum).

Recommendations

The commitment to the living wage and extending the living wage to those employed in CCOs and by contractors has been strongly supported in the 2014 Annual Plan consultation.

Public Issues, **Wesley Church**, join Living Wage Wellington in making the following recommendations for Long Term Plan:

- Include a statement of Council’s commitment to the principle of becoming a Living Wage employer, in the Long Term Plan, paying all staff the living wage, including directly-employed staff, and those employed in CCOs and by contractors
- Direct CCOs to report on how they will move their staff to the living wage
- Investigate the best way to ensure council workers employed through contractors are paid the living wage
- Implement the living wage for those employed by contractors as tenders are sought for services delivered on a regular and ongoing basis
- Consult with relevant parties, including Living Wage Wellington, throughout the planning and implementation process.

In Conclusion, this submission strongly affirms support for Wellington City Council following through on its commitment to fully implement the Living Wage in Wellington.

Yours faithfully

Rev. Falaniko Mann-Taito

On behalf of Wesley Church, Taranaki St. Wellington

ⁱ Page 10, Our 10-year plan

ⁱⁱ The costs and benefits of the London living wage, October 2012, Jane Wills and Brian Linneker, School of Geography, Queen Mary University of London

ⁱⁱⁱ *Genuine Progress Indicators*, Wellington Regional Council <http://www.gpiwellingtonregion.govt.nz/assets/WR-GPI2001-2013.pdf> (Full Report) <http://www.gpiwellingtonregion.govt.nz/outcomes/economic/prosperous-community/income-inequality/#indicators> (Summary Graph)

^{iv} Page 198, Wellington City Council 2013-14 Annual Report <http://ar2013.publications.wellington.govt.nz/uploads/WCC-2013-14-Annual-Report.pdf>

Submitter Details

First Name: **Alex**
 Last Name: **Gray**
 Street: **48 Connaught Terrace**
 Suburb: **Brooklyn**
 City: **Wellington**
 Country:
 PostCode: **6021**
 Daytime Phone: **+64272430171**
 Mobile: **+64272430171**
 eMail: **alexjanine@clear.net.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

See written submission. Annual Rates increases should not exceed 0.75% more than the annual CPI index increase.

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Neither increase justified when inflation is currently only 1.25%

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

See submission. I await completion of a detailed business case.

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support as long as rates increases per annum do not exceed 2%.

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

The level of support financially is the hard question to answer due to the number of Heritage Buildings.

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I only support spending up to \$40 Million on Strengthening the Town Hall

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Not supported until we have a new improved concert venue.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support Alex Moore Park and Hockey Stadium but totally opposed to spending \$21M on Basin Reserve

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Support as long as they can be funded without rates increases exceeding 2%

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Only supported on condition that Council works with NZTA to resolve congestion around Basin Reserve

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

See written submission

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I await the Business Case for proposed Johnsonville Library

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

See written submission

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Will send supporting document later from work as home computer will not save Word document as pdf

Attached Documents

File
2015-25 Draft Long-term Plan

SUBMISSION ON PROPOSED 10 YEAR PLAN

To Wellington City Council
Name Mr Alex Gray
Address 48 Connaught Terrace, Brooklyn, Wellington

1. Introduction

My name is Alex Gray. I have lived in Connaught Terrace Brooklyn for over 40 years. I am a Civil Engineer and Project Manager who has worked for a variety of consulting and contracting firms including a variety of complex and challenging projects.

2. Submission

2.1 Rates Increases

The Consultation Document presents the view that Council is performing well and a 3.1% or 3.9% rate increase should be welcomed by ratepayers who have had to pay annual increases averaging 4% over the past 15 years. Conveniently Council has overlooked the fact that in the last 4 years the annual inflation rate has only been 1.25% ie the rates increases over that period have been more than 3 times the annual inflation rate. Council has suggested they have made savings in various areas but that rate increases equal to or less than the CPI are not sustainable in the long-term without cutting services. I do not accept this argument and certainly cannot see justification for rates increases 3 times the current inflation rate. Councillors need to bear in mind that 10% of ratepayers are over 65 years old and many of those working only get a CPI increase in wages or salary per annum.

The annual Council expenditure is about \$450 Million. I expect Councillors to manage that budget prudently, not make rushed decisions and ensure ratepayers get value for money.

The Victoria Street so called "Transformation" is a good example of how not to carry out a large project. There were no competitive tenders called and the job was given to the Memorial Park Alliance for \$11Million on a Design Build basis in November 2014. There was no urgency to complete this project by 30 June 2015. I estimate that at least \$1 Million has been wasted in rushing this project.

We live in a rapidly changing society yet I see no evidence of some Council departments reducing their budgets. For example the Central Library is nowhere near as well patronized as it used to be as the use and purchase of books is declining to electronic mediums. Yet the Library still has hundreds of subscriptions to magazines which could be cancelled and read on-line for a fraction of the cost.

When the Mayor opened the artificial playing fields at Wakefield Park a few years ago I specifically remember her commenting that artificial pitches would reduce the cost of maintaining grass playing fields. Yet again no sign of the Parks and Reserves budget reducing.

Overall I would accept a rates increase no greater than 2% per annum and request Council make reductions in those budgets which no longer need the same level of funding as previous years.

3. Sustainable Growth Agenda

3.1 Longer Airport Runway

I am yet to be convinced this is a viable proposition until a robust business case is completed covering in detail the likely construction costs, annual maintenance costs (in a severe marine environment) against the proposed benefits .

3.2 Supporting Smart & Sustainable Economic Growth

I support this initiative as the sum of \$0.5M catalyst funding appears to represent good value for money.

3.2 Promoting Housing Choice

I have doubts about this initiative as I work in Victoria Street and have seen first hand how to spend \$13,000 per linear metre digging up existing trees and then planting new trees in massive new tree pits. Contrary to the consultation document (page 28) there are no bus lanes being constructed and the footpath on the western side will be narrower not wider as has been suggested.

The suggestion that Adelaide Road will be developed into a vibrant mixed use area with rapid bus links is farcical until a solution is found and constructed to improve congestion around the Basin Reserve which affects all traffic and causes grid lock both in the morning and evening peaks, when schools finish at 3.15pm and often during the weekend as well.

Therefore I am opposed to this initiative until the Basin congestion is resolved and I also do not support the establishment of an urban development agency as I do not consider a Council agency should be buying land and property as this is a private sector function.

4. National Music Hub and Strengthened Town Hall

I support this initiative but with two provisos:

- The Town Hall is strengthened to about 67% NBS on a design build basis at a cost of no more than \$40 million
- Jack Illot Green is retained as a Green or low level building. Any high rise building will reduce light and shading to Civic Square.

5. Events Development Fund

I support the NZ Festival but am skeptical about allocating \$5M per annum to attract and support major events. I would rather put this sum towards a decent indoor arena to replace the inadequate TSB venue.

6. Creating Liveable Communities

I support the \$1.5 Million grant to complete the upgrade of facilities at Alex Moore Park. However, I await the completion of a thorough business case on the proposed new library and Community Hub.

I support investigations and subsequent plan changes to increase the availability of land for new housing developments.

7. New and Improved Venues for Music, Sport and Conventions

I support investigations into the feasibility of a new indoor arena. However, I am totally opposed to spending \$21 Million on the Basin Reserve Redevelopment. This facility is no longer used for One day International matches and is only used a few days a year for test matches. Spending \$21M on a facility only used for test matches is not prudent use of Council funds in my opinion.

I would also support a new Convention Centre but wonder why proper due diligence was not carried out on the proposal for a centre opposite Te Papa. Any future Convention centre must be properly investigated on all aspects before being submitted to Council for approval.

8. Celebrating Wellington’s culture and environment

The International Film Museum sounds like a good idea and I would support spending up to \$30 Million on this project as long as rates did not increase more than 2% per annum. The other attractions are all “nice to have” but do we really need them and can we afford them?

9. Infrastructure Management

This is an essential core Council service which needs to be adequately funded and managed. The replacement of old pipes is an ongoing task that needs to be budgeted for.

10. Reducing Energy Use, Make Streets Safer & Make Parking Easier

I support all these initiatives especially wireless car park sensors. This could allow variable rates for parking to be set for individual parks depending on demand.

11. Real Transport Choices

As mentioned previously Council needs to work with NZTA to find a solution for the Basin Reserve congestion as this is key to developing improved travel times for buses to the Southern suburbs. I support establishment of a cycling network and recognize that this will cause loss of on-street car parks in some areas.

Signature

Alex Gray

15 April 2015

Submitter Details

First Name: **Maria**
 Last Name: **van der Meel**
 Street: **2/20 Trent Street**
 Suburb: **Island Bay**
 City: **Wellington**
 Country:
 PostCode: **6023**
 Daytime Phone: **04) 3834993**
 eMail: **mariavandermeel@outlook.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

More research with guarantees from airlines

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Wellington Regional Employers Chamber of Commerce are better placed to fill this gap.

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

This government has supported this industry including changing our labour laws to suit.

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Heritage buildings belong to all of us no matter who owns it.

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Fix the Town Hall NOW it gathered revenue when it was fully operational as an event and convention centre.

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

With reservations; we have gone from very little to do in the weekends to not knowing which to attend.

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

More research. The question would be 'Which major artist is up for performing to an audience of 5000?'

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Sport facilities are the life blood of health and well being yes support.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Acquire the Crawford Prison in Miramar and built a Hobbit Fun Park with Hotel in conjunction with Jackson.

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

You tried that with Manners Mall and failed miserably. Savings in travel time were made on the Northbound route only while we are seriously injuring/killing vibrant Wellingtonians on the Southbound route because the bus driver had less then a second to react on a narrow bus lane facing opposing traffic.

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

As signatory to the New Zealand Urban Design Protocol I expect you to aspire to its vision; 'Making New Zealand towns and cities more successful through quality urban design' please read the seven C's. Inner City residents need good infrastructure for access and egress to their buildings. Population counts in Te Aro over the last decade or so exploded by 71% while 74% of these walk to work and/or study daily according to a survey in March 2009. A pedestrian count in this precinct is long overdue with the last one taken on the 27th of March 2009.

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Open space with sunlight protection was Manners Mall and made for an excellent neighbourhood for inner city residents who opposed its demise. Additionally killing a peoples mall purpose built to compensate the City for loss of public space in Thorndon caused by the destructive Urban Motorway did nothing for this community. With more apartment buildings planned on Victoria Street and the School of Arts in Dixon street attracting some 4000 students pressure on pedestrian networks will increase particularly at peak-times.

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Walking and cycling is mentioned several times for the different projects in this plan. I am disappointed the Council missed an opportunity to embrace a 'Green Bikes' scheme when the City was presented with 99 bicycles from China. If I was Mayor it would be up and running already between the Railway Station and Wellington Hospital managed by CAW.

Do you see other matters as priorities?

Comments

Pedestrianize Manners Street.

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

- Male
 Female
-

My age is

- under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older
-

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Dutch

Other issues/matters or general comments

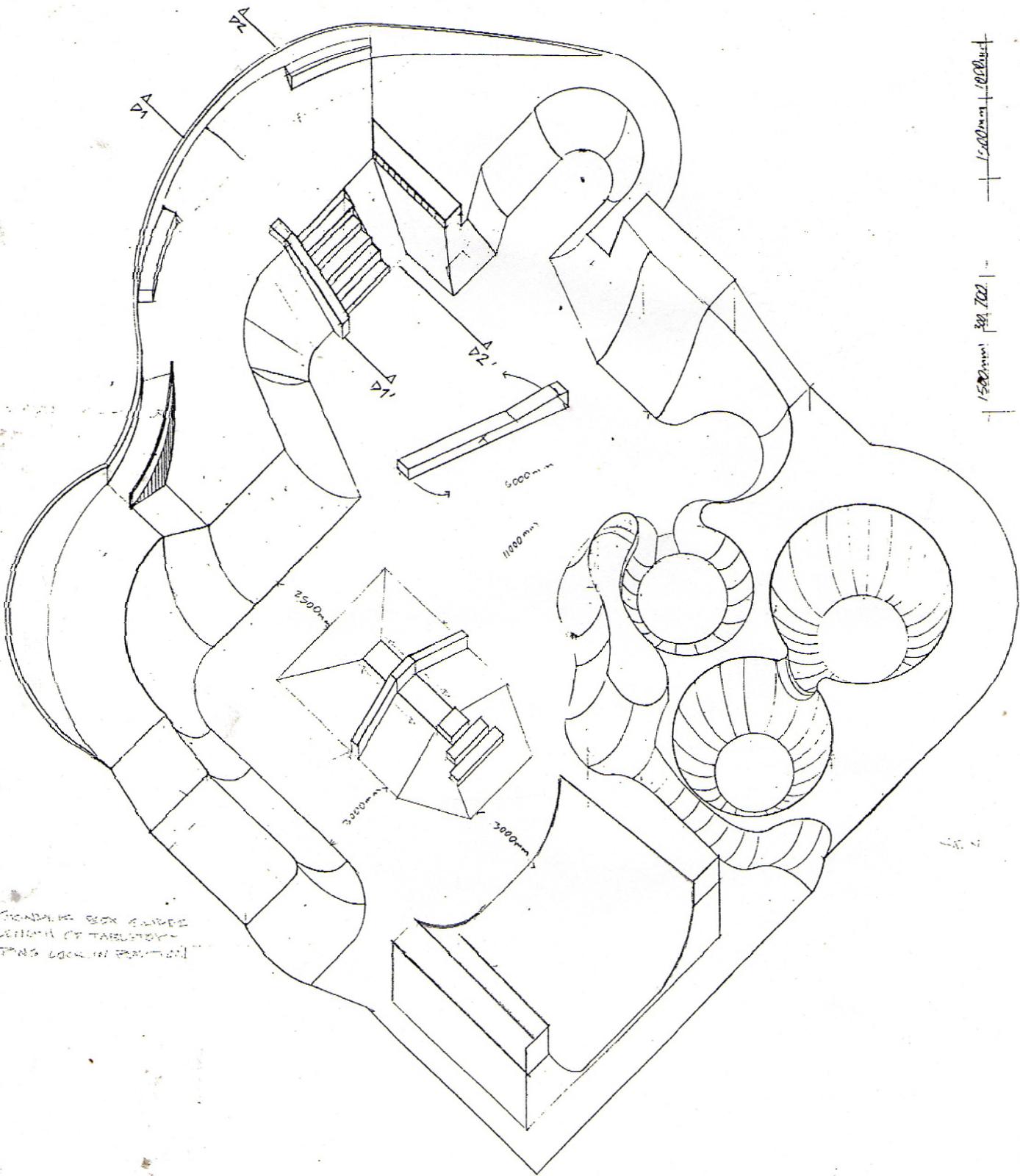
Comments

Revisiting Island Bay Skate-park and subject of the oral submission presented by the original

organizers. Master plan attached. Image 84

Attached Documents

File
img084
2015-25 Draft Long-term Plan



GROUNDING BOX EDGES
WITHIN OF TABLETOP
THAT LOCK IN POSITION

PARK AXO

1:200

From: [Sue Hamill](#)
To: [BUS: Long Term Plan](#)
Subject: submission regarding the addition of fluoride to water
Date: Thursday, 16 April 2015 9:14:27 p.m.

I would like to see fluoride removed from our water supply.

Fluoride is in the family of halogens, and so is iodine. Unfortunately fluoride can attach to receptor sites ahead of iodine. Fluoride inhibits the uptake of iodine by the thyroid gland. As far back as 1854 fluoride was found to cause goiter in dogs.

It has been known for over 60 years that iodine concentrates in breast tissue and is secreted by mammary glands. For men, it concentrates in the prostate glands.

When iodine is insufficient there is competition for iodine by both the thyroid and the breast tissue.

Researcher David Brownstein believes iodine deficiency is linked to breast cancer and that fluoride and chlorine have a role in iodine deficiency.

David Brownstein, M.D Iodine: Why you need it, why you can't live without it. 4th ed. Medical Alternative Press, 2009.

Thanks you
Sue Hamill

Raf Manji talk [to Kim Hill](#), National Radio, about our debt-based money supply, and how Christchurch can be rebuilt without creating more government debt.

“One of the most fundamental insights is that banks simultaneously create new credit and new money ex nihilo [from nothing]. And that is one of the most fundamental, important things for people to be taught, which economic undergraduates should be taught about the nature of how monetary economy with banks works.” Lord Adair Turner, former Chairman of Financial Services Authority, United Kingdom.

From: [Chris Renwick](#)
To: [BUS: Long Term Plan](#)
Subject: Long Term Plan submission
Date: Thursday, 16 April 2015 10:15:33 p.m.

Name	Chris Renwick
Email	chris.renwick@gmail.com
Postcode	6011
I want Wellington to be safe for people on bikes. I want the council to:-Commit the funds - support the cycle network plan and the next 10 year funding proposal	yes
I want Wellington to be safe for people on bikes. I want the council to:-Get building - start work on the Island Bay cycleway and look at more quick wins including separated cycleway trials in other locations	yes
I want Wellington to be safe for people on bikes. I want the council to:-Reduce speeds in inner city streets to make the CBD safer and more relaxed for everyone	yes
Would you like to deliver an oral submission to council in person?	Yes
I would like to volunteer for Generation Zero -Yes	yes



Methodist Church Te Haahi Weteriana - Public Issues Network

SUBMISSION: WELLINGTON CITY COUNCIL LONG TERM PLAN RE THE LIVING WAGE. APRIL 2015

Contact:

Rev. Motekiai Fakatou
Thorndon, Wellington

Email: betsan@publicquestions.org.nz

Phone: 021-388-337 / 04 473 2627

Tena Koutou - Greetings

This is a submission on the Wellington City Council Long term Plan.

Methodist Public Questions is a network of the Methodist Church, Te Hāhi Weteriana o Aotearoa. The church has outreach contact with approximately 200,000 people, and a Public Issues network of about 500 people engaged with public issues.

Members of the church are made up of the constitutive Partnership of the Methodist Church: Te Taha Maori and Tauwiwi. Tauwiwi is comprised of Sinoti Samoa, Vahefonua Tonga, Wasewase ko Viti kei Rotuma e Nui Siladi and Pakeha. There are ecumenical groups associated with the Network as well.

Public Issues Network, Methodist Church, Te Hāhi Weteriana o Aotearoa

Submission to the Wellington City Council Draft Long Term Plan 2015/2025

Our Submission

We welcome the opportunity to submit on the Wellington City Council (WCC) Long term Plan 2015-25 and fully endorse the decision made in 2013 for WCC to become a Living Wage employer and for the entire Council workforce, including directly-employed workers and those employed through CCOs and contractors, to be paid a Living Wage.

Summary Recommendations:

- Include commitment to staged and full implementation of Living Wage in the Long Term Plan, paying all staff the living wage, including directly-employed staff, and those employed in CCOs and by contractors
- Direct CCOs to report on how they will move their staff to the living wage
- Investigate implementation of Living Wage in contracts, including this as a requirement for tenders for services delivered on a regular and ongoing basis

Public Issues, Methodist Churches

Methodist parishes throughout New Zealand are actively supporting the Living Wage, and Wesley Church Taranaki St. has made a significant contribution to the work with Wellington City Council to adopt a Living Wage policy. We are proud of the support from Wellington City Councillors for this decision.

WCC's decision to become a Living Wage employer needs to be inserted into the WCC Long Term Plan to 2025 with a strategy for implementation. Staged implementation could include making the Living wage a requirement of contracts when they come up for renewal.

Living Wage is a social investment, which is presently missing from the Long term Plan. It is a significant expression of improving the quality of life for Wellington's citizens and addressing inequality in our people-centred, smart capital of Aotearoa New Zealand.

Send to: LongTermPlan@wcc.govt.nz

Oral submission

Wesley Church would like to speak to our submission.

Contacts

Betsan Martin

021 388 337

betsan@response.org.nz

Rev. Motekiai Fakatou

fakatou@xtra.co.nz

Introduction

Wesley Church is part of the Public issues Network of the Methodist Church, which actively supports the Living Wage movement in Wellington and different parts of the country. We welcome the opportunity to join with Living Wage Wellington and other churches and organizations in making a submission on the Wellington City Council Long Term Plan 2015/2025.

The Methodist Church is committed to addressing poverty and inequality by lifting low wages. The Public Issues Network works with Living Wage Wellington (as part of LWMANZ) to bring together a wide range of faith and community organisations and unions which represent people in Wellington and live outside the city.

We strongly support the Council's commitment to become a living wage council and commitment in principle to pay the Living Wage to all council staff, including those employed in CCOs and by contractors.

Wellington City Council and Living Wage

We are very pleased that nearly 500 council workers have been lifted to the 2013 New Zealand (NZ) living wage rate, including low-paid parking wardens. The Long Term Plan makes provision for a living wage for directly employed staff at Wellington Zoo and Museums Trust.

The implementation of the living wage for the whole council workforce, including those employed in Council Controlled Organisations (CCOs) and via contractors, was strongly supported in last year's 2014 Annual Plan community consultation.

The 10 year plan is the ideal strategic opportunity to build the Living Wage into the strategic plan of Wellington City Council. We recognize the strategic importance of staged implementation of the Living Wage.

Currently there are council workers, cleaners, security guards, and recycling workers, on the minimum wage of \$14.75.

Social Investment

The LTP emphasises the city's "strong financial position".ⁱ We would like to emphasise the importance of social investment. Infrastructure investment plans are a strong feature of the Long Term Plan, many of which we are not able to comment on here. The Living Wage is an exemplary investment as it has positive outcomes for employers and families. Many Wellington workers, including those in the Council's own workforce, need better wages to meet living and accommodation costs. Sixty percent of those in poverty are in low paid employment. Adequate incomes give workers resilience and ability to participate in the city and in their communities.

The relationship between wages and well-being is well documented. Health, education, and social participation all improve when wages are lifted.

Incomes in the Wellington region are higher than the national average. It is appropriate that Wellington City as a public sector employer should set a target to lift the lowest quartile of wages in the LTP as a specific strategy to reduce inequality.

The living wage commitment should be expanded and included in the Social Outcomes section of the Plan, which currently contains no people-focused outcomes.

The living wage is briefly mentioned under the “invest for growth” section of the draft Plan there is provision for a living wage for directly-employed staff at Wellington Zoo and Museums Trust.

Business Case for the Living Wage

A living wage benefits businesses by reducing costs of turnover, improving morale and motivation of workers, and enhancing public image and reputation and can encourage more competitive industry.

Most of the lowest-paid workers in the Council workforce are employed in WCC-contracted and sub-contracted organisations, with the cleaners, catering workers, security and recycling workers paid not much more than the minimum wage of \$14.75 an hour.

Living Wage Wellington has estimated the cost of implementing the living wage across all employees in the Council workforce employed via contracted employees at around \$700,000. This is a very modest expense compared to \$300 million for airport extension, \$10 million for the Peace and Conflict Museum and \$4 million per year for the Convention Centre.

Wellington City Council’s annual operating expenditure 2015-16 has been budgeted at \$318 million. Implementation of the Living Wage represents 0.22% of this total operational cost.

Personnel costs are almost \$100 million per year, and a living wage for the Council workforce employed via contractors is around 0.7% of this. It will cost less than **a cent a day per resident** to implement a living wage.

Decent wages makes business sense in both public and private sectors. Research in the UKⁱⁱ in 2012 reported that a living wage:

- Supports recruitment and retention of staff, saving employers the costs of turnover
- Lowers the rates of absenteeism and sick leave
- Suggests enhanced productivity, through higher quality work by employees
- Boosts morale and motivation
- Improves public image and reputation of businesses
- Promotes competition by wage repression as a competitive edge

Living Wage Wellington’s submission is that the cost of implementing the Living Wage can be met by a range of measures, including from the Council’s current total wage budget and through negotiation with the relevant contractors. Any cost to ratepayers will be staged as contracts come up for renegotiation.

Paying staff a living wage will ensure they can participate in the life of the city and have access to recreational and community facilities. A prosperous economic environment depends on people having spending power to support local business.

Inequality in Wellington

The *Genuine Progress Indicators* work of Wellington Regional Council was updated in November 2014 and reports that the “P80/P20 ratio of equivalised gross weekly household income for the region is consistently higher than that for New Zealand”. The report states that the degree of income inequality in the region increased between 2001 – 2013, concluding: “This

high and increasing level of income inequality is expected to have implications for the overall wellbeing of the people living in the region”.ⁱⁱⁱ

The Wellington City Council CEO has a salary package of over \$400,000 per year (nearly 10 times the living wage). According to the WCC 2014 Annual Report^{iv} three staff earns more than \$300,000 and 19 staff earn more than \$180,000 per year. This is around \$4.5 million per year for 19 people.

Implementing a living wage for all the council workforce employed by contractors would cost a mere 15% of those total salary packages and could be financed out of restructuring those packages as the living wage is phased in.

A cap on high pay in the Council could be introduced over the next three years, and the introduction of a maximum 8:1 ratio of highest to lowest paid over the next 5-10 years (which would mean a highest pay rate of about \$320,000 based on the current \$19.25 living wage rate as an official minimum).

Recommendations

The commitment to the living wage and extending the living wage to those employed in CCOs and by contractors has been strongly supported in the 2014 Annual Plan consultation.

Public Issues, **Wesley Church**, join Living Wage Wellington in making the following recommendations for Long Term Plan:

- Include a statement of Council’s commitment to the principle of becoming a Living Wage employer, in the Long Term Plan, paying all staff the living wage, including directly-employed staff, and those employed in CCOs and by contractors
- Direct CCOs to report on how they will move their staff to the living wage
- Investigate the best way to ensure council workers employed through contractors are paid the living wage
- Implement the living wage for those employed by contractors as tenders are sought for services delivered on a regular and ongoing basis
- Consult with relevant parties, including Living Wage Wellington, throughout the planning and implementation process.

In Conclusion, this submission strongly affirms support for Wellington City Council following through on its commitment to fully implement the Living Wage in Wellington.

Yours faithfully

Rev. Motekiai Fakatou

On behalf of Wesley Church, Taranaki St. Wellington

ⁱ Page 10, Our 10-year plan

ⁱⁱ The costs and benefits of the London living wage, October 2012, Jane Wills and Brian Linneker, School of Geography, Queen Mary University of London

ⁱⁱⁱ *Genuine Progress Indicators*, Wellington Regional Council <http://www.gpiwellingtonregion.govt.nz/assets/WR-GPI2001-2013.pdf> (Full Report) <http://www.gpiwellingtonregion.govt.nz/outcomes/economic/prosperous-community/income-inequality/#indicators> (Summary Graph)

Talava Sene

From: BUS: Long Term Plan
Subject: FW: Submission re DRAFT 10-YEAR PLANS 2015-2025 - please forward internally as required

----- Original Message -----

> From: Alan Smith (alanesmith@xtra.co.nz)
 > Sent: 16/04/2015 9:03 p.m.
 > Subject: Submission re DRAFT 10-YEAR PLANS 2015-2025 - please forward internally as required
 > To: Wellington City Council *and* Greater Wellington Regional Council
 > Consultation on Draft Long-Term Plan 2015-25 Consultation on Draft Long-Term Plan 2015-25
 > WELLINGTON. WELLINGTON.
 > our10yearplan.co.nz <<http://our10yearplan.co.nz>> **Please forward from:** info@gw.govt.nz
 <<mailto:info@gw.govt.nz>>
 > **Please forward from:** info@wcc.govt.nz <<mailto:info@wcc.govt.nz>>
 >
 > Date: 16 April 2015
 >
 > Dear 10-year Draft Plan teams at both WCC and at GWRC,
 >
 >
 > 1. This is our shared consultation submission to both Wellington councils. Please acknowledge that you've each received it. The Civic Trust has had a continuing (since 1981) interest in the urban quality of Wellington and appreciates the positive relationships built up with both the City and Regional councils for the national capital.
 >
 > 2. Both "Our 10-year Plan" (WCC) and "Shape your Region" (GWRC) are out for consultation at the same time with the same group of citizens and organisations. We accept that they are a statutory requirement for each council to do separately at this time; but there is greater value to them than just legal obligation. The plans of each council affect this same group of organisations and citizens: so our comments aim to emphasise the fit between the two, recognising that the GWRC plan covers a wider population and area than the WCC
 > one.
 >
 > 3. One failing in both Draft Ten-Year Plans is that there is little or no mention of the shared involvement of WCC and GWRC in Wellington's prosperous future. The relationship between the two councils and the gains from thinking and working in synergy have to be a central feature of Wellington over the next 10 years. Both draft plans tend to take this as an unspoken assumption. This is not good enough - explicit inclusion of the inter-council relationship is surely central to the success of both councils' ten year thinking. Quite possibly the present case for "amalgamations" could have been defused had much stronger and more overt inter-council thinking been well evident already in WCC and GWRC planning.
 >
 > 4. Several current issues on which the Civic Trust has publicly expressed a position feature in these 10-year draft plans:
 >
 > 4.1. Transport links from the north to the airport for both people and freight. This necessarily needs more than just the current NZTA solution of pushing more SH1 vehicles through

> inner city streets. The 10-year plans of both councils ought to be much bolder about this, given its acknowledged high strategic fit with other projects.

>

> 4.2. The natural environment - both as an attraction in itself and as part of overall sustainability. Both councils have a huge investment in open spaces (e.g. Town Belt, regional parks,

> Zealandia, beaches). Both have the capability to provide better environmental amenity benefit from council asset management projects (e.g. port futures at the Kaiwharawhara

> "Northern Gateway"). Building collective "whole of Wellington" thinking and planning into 10-year plans may well achieve better outcomes.

>

> 4.3. Revitalising the inner city - the regional CBD.

>

> 4.4. Growing the usage of public transport. The failure in recent years of WCC's Kilbirnie street upgrade to align with GWRC's bus exchange needs there should not be allowed to

> be repeated in other places These 10-year plans are the right place for both councils to commit to this.

>

> 5. The WCC's "Smart Capital 2040" strategy of recent years seems to us to continue to be a sound one. It remains good context (directly for WCC and indirectly for GWRC) but

> does not feature as such in either plan - unless it has been rebranded, in which case the link to the former name deserves to be made clearer.

>

> 6. As these plans refine into projects, the Wellington Civic Trust looks forward to making public comment in line with its kaupapa to:

>

>

> a. promote the liveability and prosperity of Wellington so that its built and natural environment becomes a better resource for the use, benefit and enjoyment of all.

> b. stimulate public interest in the beauty, heritage and character of Wellington and its dignity as the capital city.

> c. support high standards in urban design, landscape management, architecture, building, transport and other infrastructure.

> d. provide a forum for citizens to freely and frankly express their aspirations for their city.

>

>

> Yours faithfully

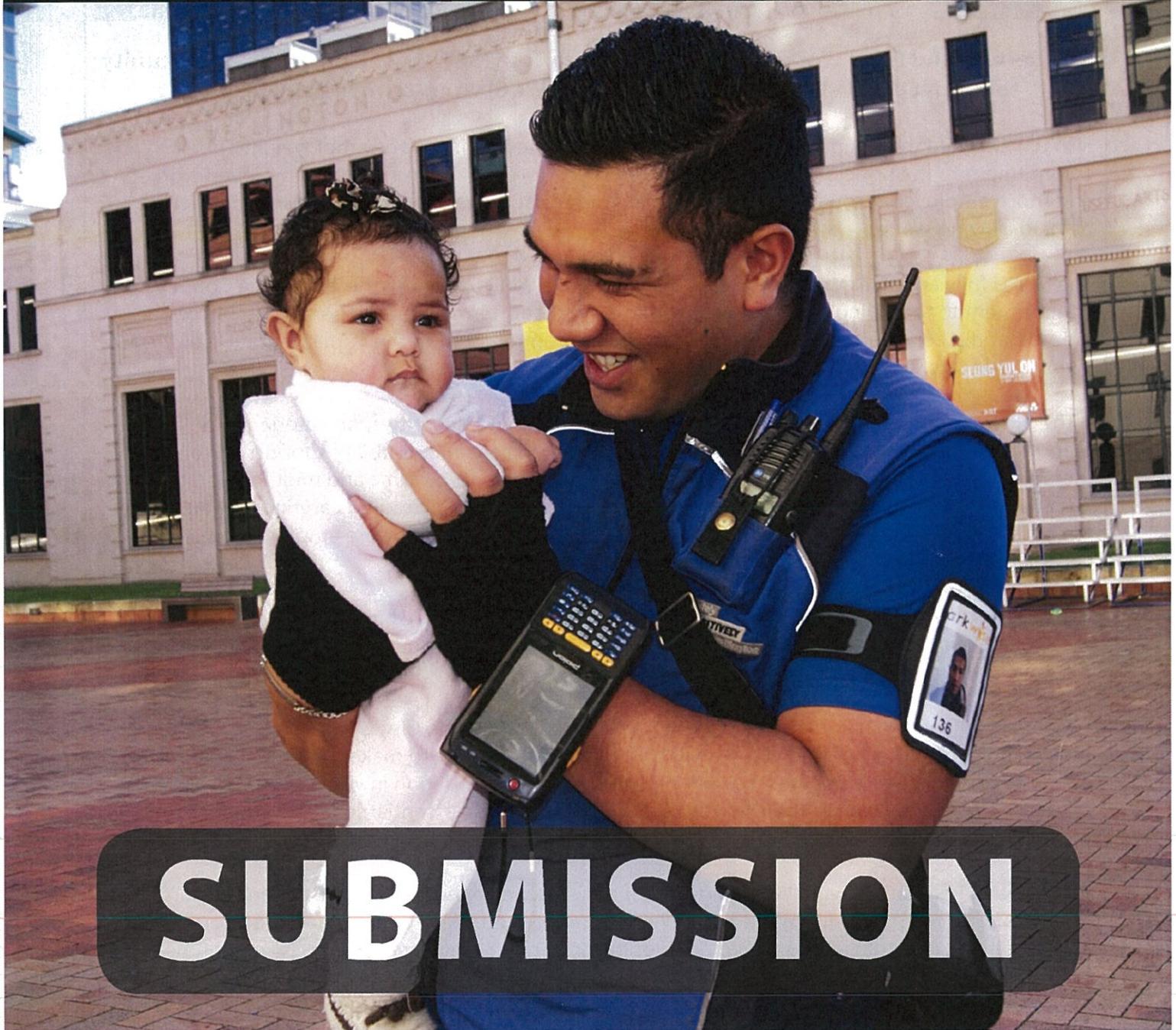
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>
>
> Alan Smith
> Chairman
> The Wellington Civic Trust Incorporated
> w: www.wellingtoncivictrust.org <<http://www.wellingtoncivictrust.org>>
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>
>
>

WELLINGTON CITY COUNCIL

Long-term Plan 2015-2025



SUBMISSION

SFWU

Nga Ringa Tota



The Service and Food Workers Union Nga Ringa Tota (SFWU) welcomes the opportunity to submit on the Wellington City Council (WCC) Long-term Plan 2015/2025.

SFWU welcomed the Council's decision in 2013 to become a Living Wage employer and commitment to the principle of the entire Council workforce, including directly-employed workers and those employed through Council controlled organisations, and through Council contractors, to be paid a Living Wage.

The SFWU fully endorses the submission of Living Wage Wellington and the call for the Council's commitment to the Living Wage to be included in the Long-term Plan. It is the submission of our union that the Long-term Plan should include a clear commitment to the implementation of the NZ Living Wage rate for the whole Council workforce.

- 1 The SFWU is a union of 22,000 workers employed in cleaning, security, food catering and manufacturing, hospitality, entertainment and in the aged care and disability support sectors. Our membership is 70% female and has sizeable percentages of Māori, Pacific and migrant workers within its ranks. We represent cleaners, security guards, parking officers and catering workers who are part of the Wellington City Council workforce. Many of our members are employed by contractors or Council controlled organisations.
2. The general factor that characterises a large section of our membership is that their rates of pay are low and they only achieve a reasonable income for themselves and their families through working long hours or additional jobs.
3. Nearly 3,000 of our members live in the boundaries of Wellington City. Our members, including those employed as part of the WCC workforce, tell us they struggle to make ends meet and pay for even the basic necessities of life. The very high cost of accommodation in Wellington City leaves them counting every cent of their wages. Our members provide essential services in Wellington City for very low pay. This includes those within the Wellington City Council workforce.
5. The SFWU joined the Living Wage Movement because we are not only interested in supporting our members to earn a Living Wage but have a strong commitment to the principle of workers being able to earn a wage that supports and enables participation in their community, whether it be attending school, church or whanau functions, or merely having time to relax with their families.
6. A Living Wage is also about having good education and health outcomes that are necessary for workers and their families to lead decent lives, being able to afford to use the amenities of the city and to spend in the local economy.
7. The advantages to business have been well established. Not only does receiving a Living Wage result in greater staff loyalty and reduced turnover, but it also enhances the reputation of the organisation. For Wellington City Council, the Living Wage offers the opportunity to provide workforce development to existing staff, particularly contract workers, who have not received training and skill development opportunities.

8. The momentum for the Living Wage is rapidly building in New Zealand, with growing awareness of the gap between rich and poor and the injustice of many New Zealanders not being paid enough to meet their basic needs or participate in society in a meaningful way. It is timely that Wellington City Council has responded by taking leadership on this important issue.

9. The SFWU submits that the Council's Long-term Plan should include a strong commitment to the staged implementation of the Living Wage for all Council staff, including those employed by Council controlled organisations and contractors.

We support WCC becoming a “Living Wage Council” because:

- A Living Wage is a significant step to enable low-paid workers and their families to meet the costs of basic needs, mainly housing, food and power, and the costs for children to fully participate in school and out of school activities.
- The testimony of workers, such as our members, on low wages, long hours and often multiple jobs is that there is no time for parents to be with children and participate in community activities. We support the importance of work and employment that allows reasonable expectations for refreshment and family time.
- The Living Wage is making a very important contribution to reducing inequality, which is widely recognised as weakening the fabric of our society.
- The Living Wage is an expression of collective responsibility. We support the ongoing commitment of WCC in ensuring a positive community ethic in terms of economic participation.
- A Living Wage will increase economic prosperity in our city: a prosperous economic environment depends on consumers having the spending power to support local industries. Workers like SFWU members spend almost their entire incomes in the local economy.
- WCC's endorsement of the Living Wage will positively promote the Wellington labour market for students, migrants and others considering moving to Wellington and sends a clear message about a commitment to social outcomes.

The SFWU submits that the costs of implementing the Living Wage for staff of all Council controlled organisations and Council contractors will be offset by the benefits that are derived from paying a Living Wage and that there are a range of ways to meet any increased costs that can be further explored.



Our members' stories

Esau Taniela

When Esau Taniela was employed to work as a parking warden at Wellington City Council, he was receiving little more than the minimum wage. With a partner and a baby on the way, Esau was working up to 70 hours a week to make ends meet. Esau was employed through a contractor. When he was on \$14.46 an hour, Esau said: "I want a future where I don't have to worry constantly about the bills to be happy and not stressing all the time and to have enough time to spend with my partner and our baby."

When Wellington city Council brought the parking wardens in-house in 2014, they were lifted to the (then) Living Wage rate of \$18.40 — a rise of nearly \$4 an hour.

After his rate was lifted to the Living Wage, Esau told the Dominion Post that with a higher income, he could reduce his hours. "The Living Wage means going and doing things families are supposed to be doing, other than me living at work," he said. Because Wellington City Council decided to value the work of Esau and the other parking officers, the quality of life of his whole family has improved.



Tasi Leasi and Esau Taniela

Tasi Leasi

Tasi is employed by a contractor to clean the Council's public toilets. His pay rate is very close to the minimum wage (currently \$14.75 an hour).

Even though, like Esau, Tasi provides an important service to the Council and to the community, Tasi has to work very long hours for very low pay.

During the 2014 Annual Plan process Tasi told councillors that his family was really struggling. With three little children and a wife, his pay is nowhere near enough for them to have a decent life. Two of his children have special needs and his wife needs to be home to care for them. Because Tasi's work for the Council is so undervalued, his family are struggling to get by.

We would like to address the Council on this matter.

Yours sincerely,

John Ryall
National Secretary
Service and Food Workers Union Nga Ringa Tota
0275201380
john.ryall@sfwu.org.nz

Submitter Details

First Name: **Sonia**
 Last Name: **Calvert**
 On behalf of: **private resident**
 Street: **229 Buckley Road**
 Suburb: **Southgate**
 City: **Wellington**
 Country:
 PostCode: **6023**
 Daytime Phone: **04 3834089**
 Mobile: **021460260**
 eMail: **sonj_77@yahoo.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Wellington needs more dog parks! We have the advantage of being able to learn from other areas(Christchurch for eg. and other countries) that there is a huge benefit is providing an outlet to not only safely exercise your dog but also creating an environment where social and community events and training days can be provided and encouraged! All of society benefits if we can nurture an attitude of responsibility and empathy in regards to providing adequate education, socialization and training to dogs (in an efficient and dog friendly manner)and their owners in Wellington. I would welcome the opportunity to gather more information and documentation to support my suggestions and opinions.

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

I participate in dog sports but no venue is available in the area to enjoy this despite having around 12-15 sports fields within a 1-2 mile radius. I would strongly support and encourage discussion into providing events which will allow dog sports to become more popular both as a sport and as a social and community event and way to provide and encourage training and education towards animals.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

support if it means less drain on resources and saving of money in long term

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

 Comments

Do you support our proposal to improve public spaces such as laneways?

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

 Comments

Do you support Council's plan for strengthening suburban town centres including work in Johnsonville, Karori and Tawa?

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose

 Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 Don't know

 Comments

Do you see other matters as priorities?

 Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

- Yes
 No
-

Which of the following best describes you?

- Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer
 I rent
 Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Wellington needs more dog parks! We have the advantage of being able to learn from other areas(Christchurch for eg. and other countries) that there is a huge benefit is providing an outlet to not only safely exercise your dog but also creating an environment where social and community events and training days can be provided and encouraged! All of society benefits if we can nurture an attitude of responsibility and empathy in regards to providing adequate education, socialization and training to dogs (in an efficient and dog friendly manner)and their owners in Wellington. I would welcome the opportunity to gather more information and documentation to support my suggestions and opinions.

Attached Documents

File
2015-25 Draft Long-term Plan

Submitter Details

First Name: **Tim**
 Last Name: **Chambers**
 Organisation: **Individual**
 Street: **Flat 12, 125 Thorndon Quay**
 Suburb: **Pipitea**
 City: **Wellington**
 Country:
 PostCode: **6011**
 Mobile: **0273227700**
 eMail: **tim.chambers@otago.ac.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Increase and provide more resources.

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

YES! but no mention of aquatic facilities in the 10 year plan. This is troubling.

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Public transport is one of our biggest weaknesses as a city when comparing us against other nations capitals. Does not affect me to much but think it impacts on visitor experience.

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

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Do you support our proposal to improve public spaces such as laneways?

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Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

There is a huge need for more aquatic facilities in the city, particularly deep water pools. I am personally involved with water polo and flippaball development in the region and have seen a massive decline in the numbers of participation in both. However, this decrease is not from a decline in interest but availability of deep water space. Our club is forced to have anywhere between 25-40 children packed into a small area which makes teaching difficult and places a greater demand on coaches. I feel a lack of deep water space is not only detrimental to our sport but also the general population as studies have shown children should not be expected to replicate swimming competencies conducted in safe, calm environments (such as swallow pool water) (Kjendlie et al., 2013). It is a lack of deep water space and opportunity to test children's swimming ability that has surely contributed to the proven over-estimation of swimming competency in New Zealand Swimmers (Moran, 2006) and has contributed to our inexcusable drowning rates as a nation (New Zealand Herald, 2013). Finally, with the increasing migrant population in Wellington there should be an emphasis on trying to provide an opportunity for 'new' New Zealanders to develop the water competencies needed to survive in 'high risk' activities (such as swimming in ocean water)(Moran, 2013) by having the opportunity to learn in challenging yet safe environments provided by deep water aquatic facilities. My recommendations for the long term plan would be for: 1) A commitment to reducing the high rates of drowning and increase the levels of swimming competency in high risk populations such as Children and migrants. 2) Need deep water spaces (1.8m and up) capable of hosting events (Water Polo, Underwater Hockey, Diving, under water rugby, Synchronized swimming, Swimming). 3) Development of existing school pools, particularly those that have existing structures that could accommodate deep water spaces. Thank you, Tim Chambers Research Fellow and PhD Candidate University of Otago, Wellington Department of Public Health. References Kjendlie, L., Pedersen, T., Thoresen, T., Setlo, T., Moran, K., Stallman, K. (2013). Can you swim in waves? Children's Swimming, Floating and entry skills in calm and simulated unsteady water conditions. International Journal of Aquatic Research and Education, 7, 301-313. Moran K (2006) Re-thinking drowning risk: the role of water safety knowledge, attitudes and behaviours in the aquatic recreation of New Zealand youth. Massey University, New Zealand. mro.massey.ac.nz/bitstream/handle/10179/642/02whole.pdf?sequence=1. Moran, K., & Willcox, S. (2013). Water Safety Practices and Perceptions of 'New' New Zealanders. International Journal Of Aquatic Research & Education, 7(2), 136-146. New Zealand Herald (2013) http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10858598

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 Māori
 Samoan
 Cook Island
 Tongan
 Niuean
 Chinese
 Indian
 Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Submitter Details

First Name: **Paul**
 Last Name: **McArdle**
 Organisation: **The Bike On NZ Charitable Trust**
 Street: **20c**
 Suburb:
 City:
 Country:
 PostCode: **4120**
 Daytime Phone: **+64277479192**
 Mobile: **+64277479192**
 eMail: **paulmcardle@gmail.com**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

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Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

I support the expanded roll out of the successful Wellington City Council's Bikes in Schools project to more Wellington schools. The project is already generating a wide range of positive outcomes relating to health, well being, transport, safety, education and liveability. Bikes in Schools is a cost effective and low risk project that fully supports and aligns with the WCC's (and NZTA) ongoing investment in cycle infrastructure and cycle skills training. It also supports many other outcomes (recreation, health, community engagement, sport etc) of the WCC's strategy. The WCC Bikes in Schools project also ensures that the next generation of Wellingtonians have the skills and confidence needed to be able to make the most of the growing opportunities to ride a bike in Wellington. I believe that the leadership shown by WCC for this project show be continued and expanded to meet the growing demand from Wellington schools for Bikes in Schools.

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Male
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My age is

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 18-29 years
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Please state:

Other issues/matters or general comments

Comments

Attached Documents

File
2015-25 Draft Long-term Plan

WELLINGTON CITY COUNCIL 2015-25

LONG TERM PLAN SUBMISSION

I call on Wellington City Council to include in the Long Term Plan as a top priority:

- The commitment to become a living wage council
- The commitment to implement the living wage for the whole council workforce, including the lowest paid workers who are employed through contractors.

I support this because: I believe all human beings deserve decent life. I believe living wage is the fair way to deal with for the economic injustice of our society. council worker who are working hard deserve living wage.

Name NUREDDIN ABDURAHMAN
 Signature [Signature]
 Address 26/8 Nuku St
 Phone 021 13 13 266
 Email Sidnurdjasi@yahoo.com

I wish to make an oral submission



Talava Sene

From: Ian Gregson <wheels@frot.co.nz>
Sent: Friday, 17 April 2015 12:29 p.m.
To: Ian Gregson
Subject: Annual Plan - Fluoride submission

I currently have no comment on other aspects of the draft plan.

But I am once again submitting to you, opposing the use of fluoride in our drinking water.

As a nutrition consultant and natural health practitioner, the first step for all of my clients is building a strong base using unprocessed whole foods and clean, chemical free drinking water. As Wellington chapter leader for the international Weston A Price foundation, my primary responsibility is to help the Greater Wellington population source these things.

This means water with no chlorine and no fluoride. Please note that we are not objecting to chlorine being put in the drinking water, as we understand why this is done, and it can be fairly easily removed just before drinking. But there is no good reason to put fluoride in the water, and it is very difficult to take out.

The 13 reasons we oppose fluoride in the water supply

- 1. The form of fluoride being used is a toxic industry by product, not a natural nutritional element**
- 2. It doesn't address the true causes of tooth decay, which are nutritional. This is of course beyond the scope of council to address. Through my websites and in my practice, I work every day to educate people on how to eat to maintain dental, physical & mental health, as do many of my colleagues.**
- 3. It doesn't work. Levels of tooth decay are very similar in non-fluoridated and fluoridated countries and the weight of genuine scientific evidence fails to show any benefit from fluoridation.**

4. It damages dental, physical and mental health. The health issues it's implicated in include:
 - Dental fluorosis
 - Osteoporosis, especially hip fractures
 - Joint & muscle pain, which may then be diagnosed as arthritis or fibromyalgia
 - Endocrine system dysfunction, including hypothyroidism
 - Many other physical diseases including cancer, diabetes and chronic fatigue
 - Lowered IQ, depression and inability to concentrate.
5. Long term fluoride exposure on the skin is as dangerous, if not more so, than drinking it.
6. Even if it was effective and safe, it's dangerous to dispense any medication in such a way as to not be able to control the dosage
7. It's unethical to mass medicate the population without their consent
8. For those members of the public who wish to avoid fluoride exposure, the current policy is expensive – in terms of both time and money. We are appreciative that we can go to Petone and get clean water for drinking, but not everybody is able to do that. For bathing, the options are whole house filtration at an approximate cost of \$4000 or putting in a rain water tank at a cost of about \$1000. When we're paying rates in order to have good quality water, we shouldn't have to do either of those.
9. It's wasteful - Only 0.5% of the fluoridated water is ingested. The other 99.5% is used for washing or other uses, and literally goes straight down the drain. So even if fluoride was beneficial, at a cost of around \$130k a year, this would be an expensive, wasteful way to use it. There are much cheaper options that could cater for those who want it.
10. Potential contamination of the environment and damage to wildlife from the huge amount of it going into the sewage system.
11. Most other countries have banned fluoride from their water supplies because they know it's dangerous. NZ is one of only a handful of developed nations who fluoridate. (I will expand on

this further in my oral submission). Despite the US being one of those, even the American Dental Association has recommended that baby formula is made up with non fluoridated water, thus admitting the risks involved.

12. **Danger to NZ exports.** The European Court of Justice has ruled that fluoridated water must be treated as a medicine, and cannot be used to prepare foods. The Court stated that even if a functional food product is legally marketed as a food in one member state, it cannot be exported to any other member state unless it has a medicinal licence. So EC countries could refuse to import food that's been prepared with fluoridated water. Fluoride in our water supply is damaging NZ's to clean, green image and could potentially have a very negative effect on our export markets.

13. **After looking at the benefits to some of our disadvantaged populations, plus the harmful effects to the total population, it is clear that water fluoridation is not beneficial for the greater good and there are other better ways of addressing the issue with our poorer populations.**

We have been asked by council, how we do educate people who just don't want to know about this issue? We can't. Everybody has a busy life, and most people don't have the time to learn about this. They just want to continue to believe what they've always known, and to trust their elected officials to make the right decisions on their behalves.

So we now call on the Wellington City Council to halt this exceedingly dangerous policy immediately. We ask that you:

- **Admit that there is overwhelming evidence for the dangers of fluoride, or at the very least admit that there are doubts about it's safety**
- **Agree that until it's proven safe (which it never has been), fluoride must not be put into our water**
- **Ask Greater Wellington to stop fluoridating Wellington water immediately (Greater Wellington has previously stated that if any council asks for fluoride to be taken out of their water supply, they will comply.)**

I would like the opportunity to present an oral submission to the council, as representative of the Wellington chapter of the Weston A Price foundation.

Sincerely,

Deb Gully

Nutrition consultant and Chartered Natural Health practitioner

Wellington chapter leader of the Weston A Price foundation

12 Queens Drive, Kilbirnie

Wellington 6022

Ph 04 934 6366

www.debgully.com

Talava Sene

From: Ian Gregson <wheels@frot.co.nz>
Sent: Friday, 17 April 2015 12:25 p.m.
To: Ian Gregson
Subject: Submission on the Annual Plan 2015 - STOP WATER FLOURIDATION



Please stop avoiding this issue and take action to discontinue poisoning NZ ratepayers with fluoride this year – it's well overdue for NZ to catch up with the rest of the world.

After decades of pro-fluoride propaganda in the New Zealand media, there are still many people in NZ who think that fluoridation globally is widespread. But the practise is rare, and in sharp decline.

Only approximately 4% of the world's population are still being poisoned with a fluoridated water supply, and most of them are in America.

That fluoridation in NZ will end at some point is a foregone conclusion. End it now rather than later.

More information provided below.

Yours Sincerely,

Ian Gregson

Ian Gregson
Wellington Chapter
Weston A Price Foundation

12 Queens Drive
Kilbirnie
Wellington 6022
New Zealand

Ph 04 934 6366

www.wapfwellington.org.nz



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Education • Research • Activism

WELLINGTON NEW ZEALAND

**WHERE STILL FLUORIDATING THE WATER SUPPLY IN 2015 LONG
AGO CROSSED THE LINE FROM IGNORANCE TO INCOMPETENCE
AND IS NOW MOVING ON TO CRIMINAL NEGLIGENCE...**



Fluoride - a failed experiment in mass medication

THERE IS POISON IN THE TAP WATER.



FACT: Fluoride is a dangerous substance and the active ingredient in most insecticides! If ingested, as little as 1/10 an ounce of fluoride can kill a 100 lbs adult and 1/100 of an ounce can kill a 10 pound infant. Studies have shown that exposure to fluoride can cause neurological damage, and an increased risk of bone cancer.

FICTION: Fluoride added to the public water supply strengthens teeth and helps prevent cavities.

There are so many myths and assumptions surrounding putting fluoride in water that in a healthy country like New Zealand, many people go into a state of incredulous disbelief if they hear that our water supply is being poisoned.

The issue of whether fluoride reduces dental decay is often debated when discussing this (and it - in fact it actually slightly increases tooth decay - for studies see this article), this is a distraction from the real issues - fluoride is put in the water to create a profitable way to dispose of a lethal industrial by-product, and to make the population more submissive.

The reason it remains in the water supplies of a handful of American influenced countries (1/3 of the population globally) is because the officials who have been pushing this mass media program don't want to admit it has been thoroughly discredited.

It is a difficult subject for many people to look into with an open mind, because if fluoride really would have to then question many of their other assumptions about the society we live in. 'It must be good for us, otherwise 'they' wouldn't put it in the water..'

Index

Which countries poison their citizens with Fluoride

There Are Multiple Toxins Added To NZ Tap Water

Faces of the NZ fluoridationists

Fluoridated Toothpaste - Toxic and bad for teeth too

Fluoride Stupidity & Population Control

Tap water - it can lower IQ and cause cancer

A few extra facts about fluoride

You're soaking in it

Submission to the Wellington City Council May 2011 - Deb Gully

Fluoride has been implicated in all of these diseases

Fluoride - Drinking Ourselves To Death - Barry Groves

The Fluoride Deception - Christopher Bryson

50 Reasons to Keep Fluoride OUT - By Paul Connett, PhD

American hydrofluorosilicic acid is radioactive as well

Resources

Quotes

Some Extra Fluoridation Images



Which countries poison their citizens with Fluoride?

decades of pro-fluoride propaganda in the New Zealand media, there are a lot of people here who believe that fluoridation is widespread. But outside of America, the practise is rare, and in sharp contrast to approximately 4% of the world's population are still being poisoned with a fluoridated water supply. There are more people drinking fluoridated water in the USA than the rest of the world combined. There is no difference in tooth decay between western nations that fluoridate their water and those that do not.

tries are poisoning their citizens with water fluoridation, but most of these countries have a small percentage of their population consuming fluoridated water:

Peru - 2%
 Serbia - 3%
 Vietnam - 4%
 Papua New Guinea - 6%
 South Korea - 6%
 Spain - 11%
 United Kingdom - 11%
 Guatemala - 13%
 Panama - 15%
 Argentina - 19%
 Libya - 21%
 Fiji - 36%
 Brazil - 41%
 Canada - 45% *
 New Zealand - 49% **
 Guyana - 62%
 USA - 64%
 Chile - 70%
 Southern Ireland - 73%
 Malaysia - 75%
 Australia - 79% ***
 Brunei - 95%
 Hong Kong - 100%
 Singapore - 100%

* Canada is rapidly lowering as towns are discontinuing fluoridation

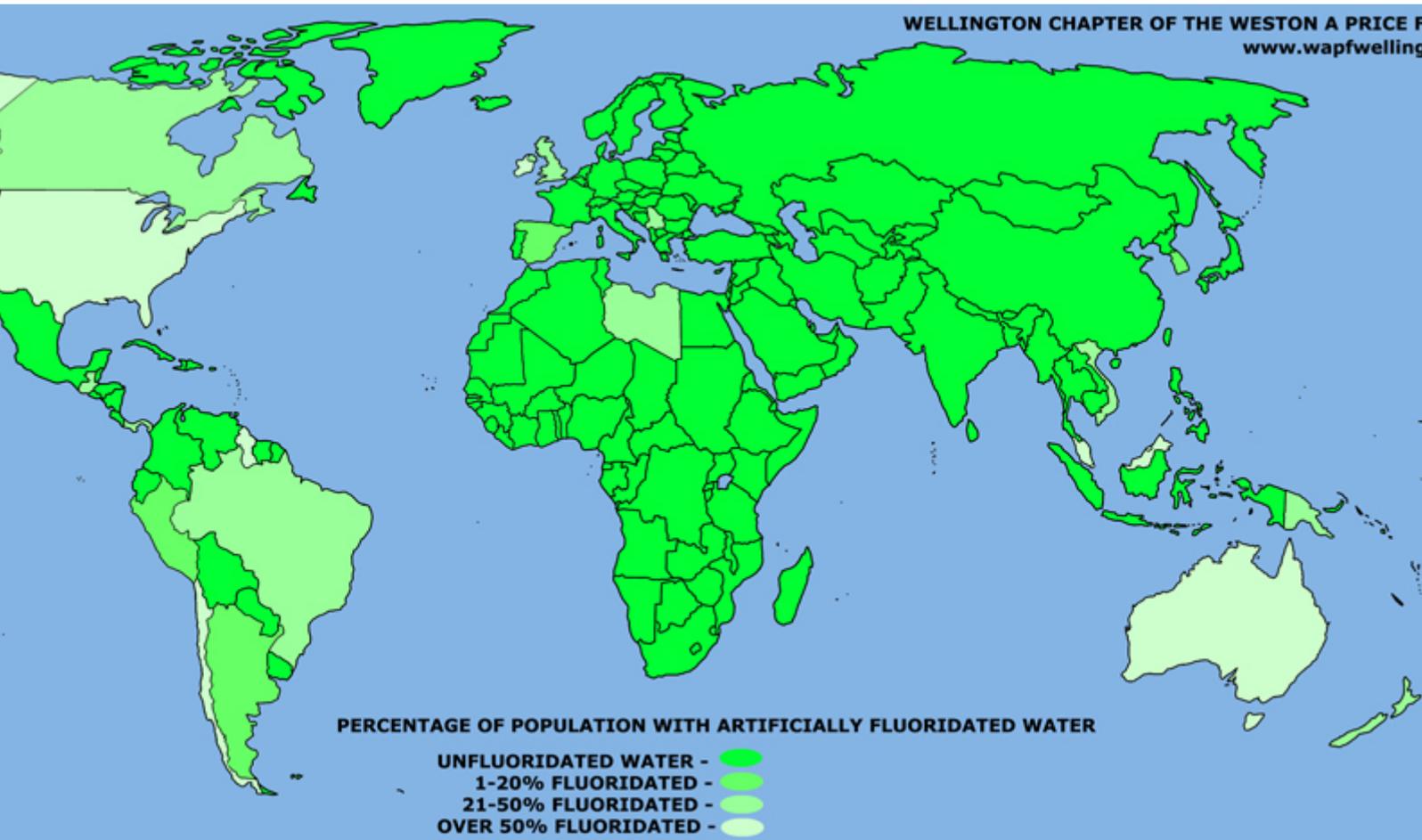
** NZ scrapes under 50% as long as Hamilton remains clean.

* Australia has a lower percentage now, because many towns and cities there have stopped fluoridating.

Sadly there are many countries who don't even have water supplies, but out of the ones that do, Southern Ireland, America, and gullible little New Zealand are in a very small minority with very few other countries.

Just to show that the other 96% are not all lacking water supplies, countries that have rejected fluoridation include Austria, Belgium, Denmark, Finland, France, Germany, Iceland, Italy, Japan, Luxembourg, Netherlands, Norway, Sweden, and Switzerland - all wealthy countries with well educated citizens, and far high standards of health than America or NZ.

For explanations of why these countries do not fluoridate, see these government statements:



European Court of Justice ruled in 2009 that fluoridated water must be treated as a medicinal product and cannot be used to prepare foods, so Europe could technically block foods imported from Australia, the USA and Ireland at any time.



There Are Multiple Toxins Added To NZ Tap Water

Water in NZ is toxic because it contains fluoride, chlorine, aluminium (alum), and in some areas (where there are old water pipes) asbestos as well.

Not just drinking the tap water that's a problem - bathing and showering in it leads to fluoride and chlorine absorption too.

A household carbon filter will take out chlorine, asbestos, and aluminium, but it will not take out fluoride. This can be done, but it requires a much more expensive filtration system (around NZ\$4000) to sort out your water for bathing and showering.

Reverse osmosis filters and distillers will get most of the fluoride out for drinking, but they remove good minerals too, and this may cause other problems.

If you are unable to obtain water free from a good source, and have to buy bottled water, keep in mind that some bottled water is just tap water that's been filtered to get rid of the chlorine taste, which is why bottled spring water is good quality.

In Wellington, clean drinking water is freely available directly from the Petone Aquifer and the Dargaville Gallery taps in Lower Hutt.



image - www.frot.co.nz



onnett PhD, Fluoride Researcher and author of "The Case Against Fluoride" visiting the F
Aquifer April 2011



Faces of the NZ fluoridationists

Here are some of the most vocal fluoridationists in NZ who want to mass medicate us. Their known side effects of ingesting fluoride are hypothyroidism (which shows up most visibly as a swollen and enlarged neck), and a tendency towards emotional instability, such as excessive anger. These are worth taking into account when viewing the appearance and behavior of these fluoridationists.

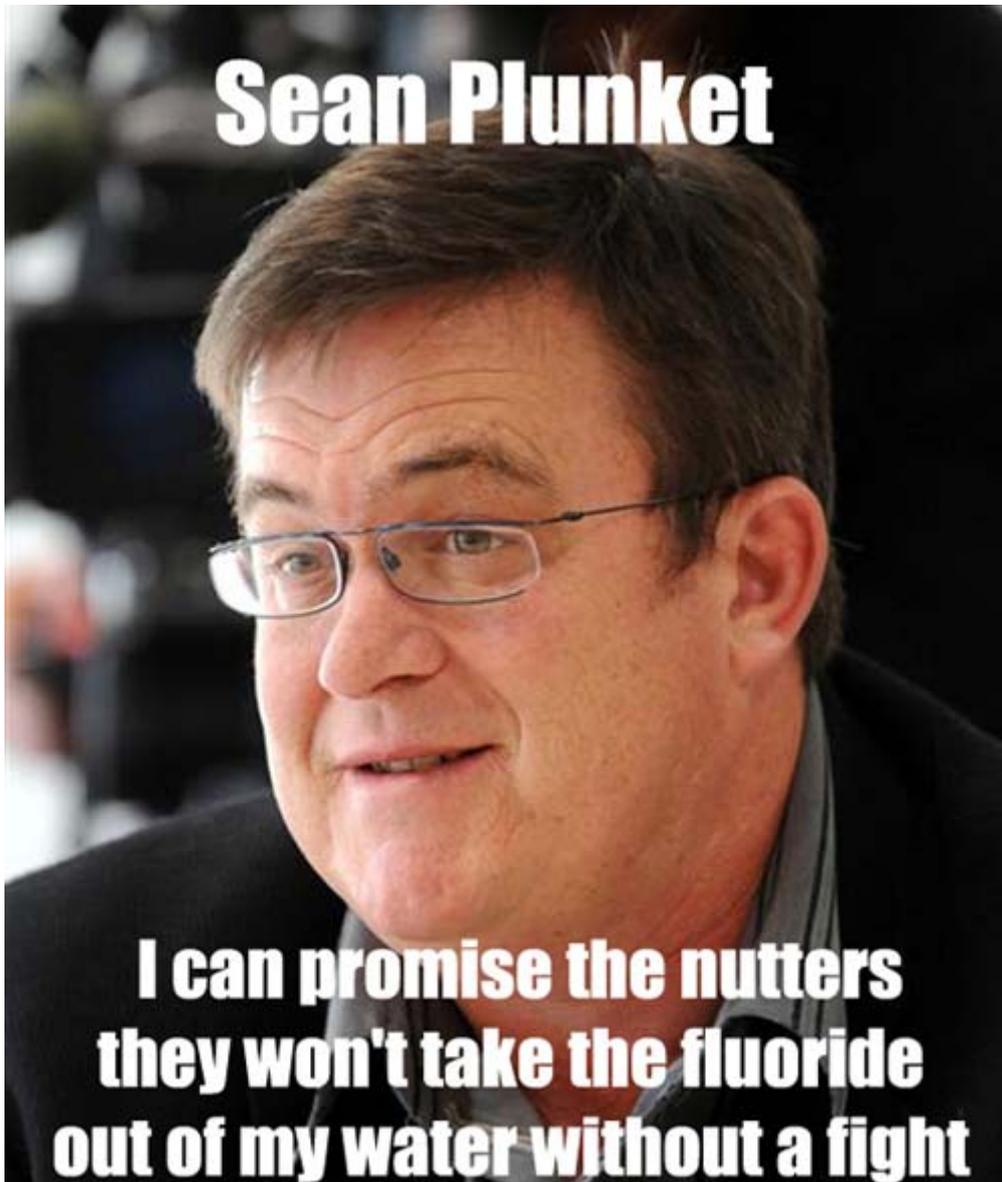
Crusher Collins - NZ National party politician - nicknamed "Crusher Collins", and described on Wikipedia as a "ball-breaker" who smashes her way through everyone she comes up against.



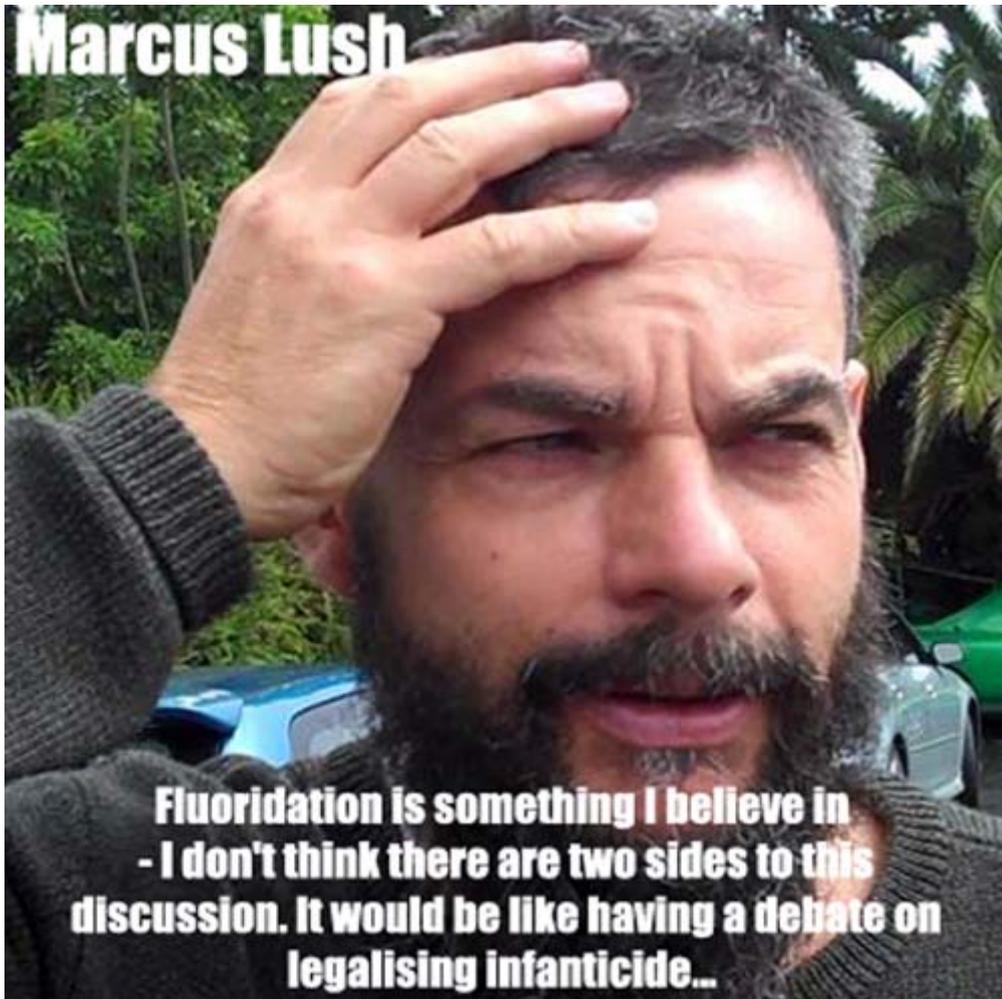
r Gluckman - Chief Science Advisor to NZ Prime Minister John Key - he refuses to publicly
fluoridation and claims "the science of fluoride in water is effectively settled"



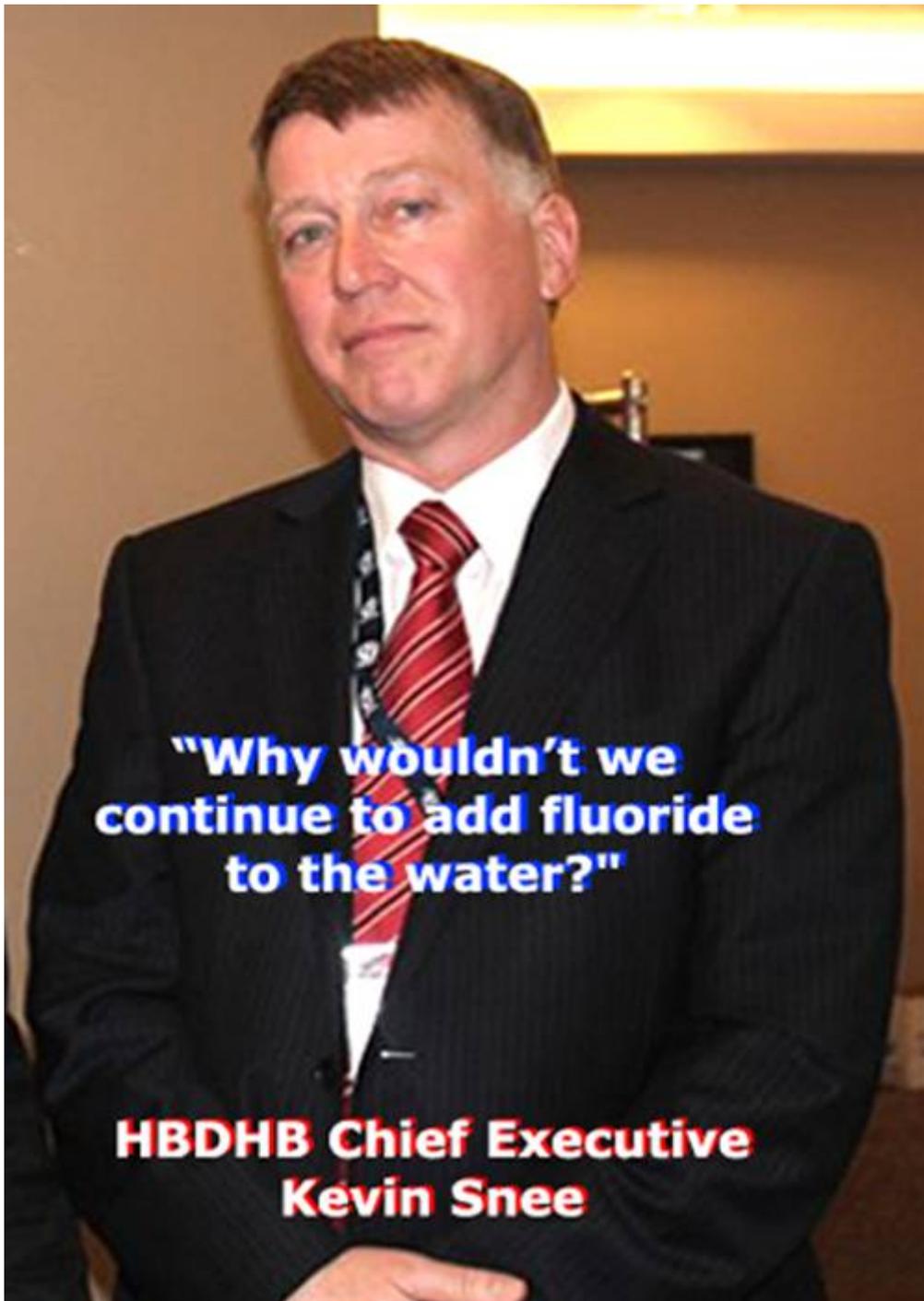
Plunket - broadcaster, columnist and writer - calls anyone who disagrees with his opinion "nutter"



cus Lush - television and radio presenter - refuses to even discuss fluoridation, because fluoridating would be like infanticide"



ee - Hawkes Bay District Health board Chairman - wants to live in a world "without the
and nonsense of the anti-fluoride brigade"



\$16 million has been shaved off this year's Hawke's Bay District Health Board health budget for 2013, by board executive Kevin Snee, who is himself paid \$460 000 each year.

He was previously the chief executive of the National health Service in Devon, England until he resigned, 77% of employees reported poor communication between senior management and staff

Hawke's Bay District Health Board chief executive Dr Kevin Snee is making no apologies after stormily removing and attempting to smash anti-fluoride protest signs at a public meeting yesterday.

re the board organised public meeting began in Havelock North at 2pm, a Hawke's Bay T
 orter witnessed Dr Snee removing anti-fluoride signs displayed outside the Havelock No
 Community Centre, where the meeting was scheduled to take place.

sed the stakes around the lawn before attempting to bend and break the placards over h
 and then stomping on them.

e Action Network New Zealand member Mary Byrne confronted Dr Snee as he was remov
 placards but he walked inside the community building smiling and waving.

t came and started standing on them," she said, picking up the signs. "He has no right to
 vandalise them.

v would he like it if we did that to his ones? If you do that sort of stuff to an election sig
 considered vandalism - now he's come out there and wrecked our signs."

ked by Hawke's Bay Today why he removed the signs in such a forceful manner, Dr Snee
 "It's hard to take things out of the ground without being forceful.

"They had no right to be there in the first place," he added.

"This is our meeting - I was just getting them out of the way."

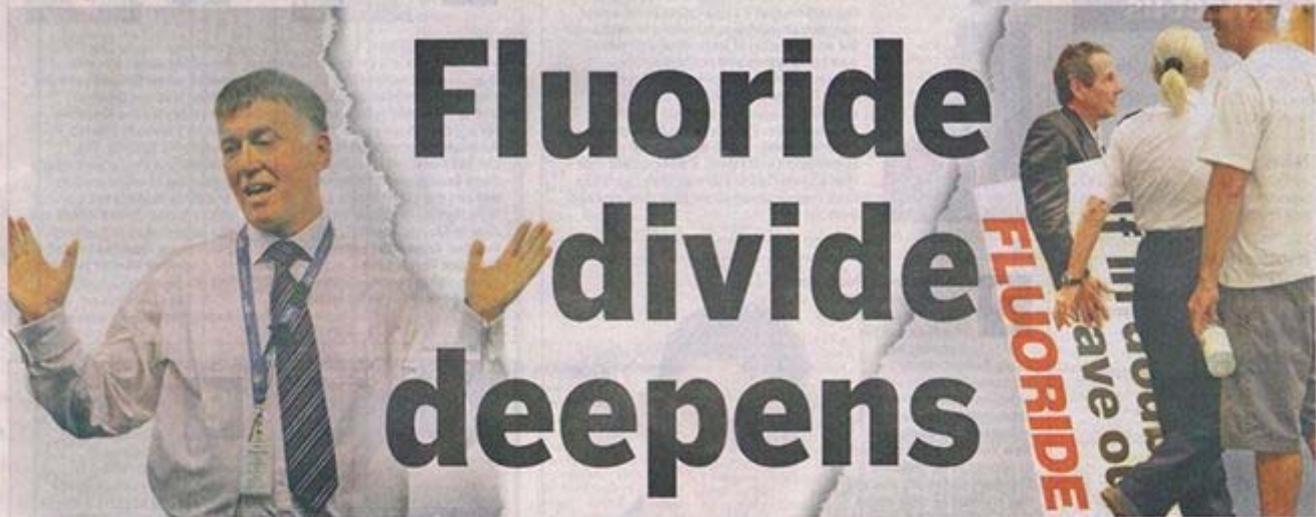
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www.nzherald.co.nz-hawkes-bay-today



FIERY: Hawke's Bay District Health Board boss Kevin Snee (above) addresses a pro-fluoride meeting yesterday, while an anti-fluoride protester (above right) is asked to take his sign outside. PHOTOS/ PAUL TAYLOR

Health board boss rips out signs

By Sam Hurley
sam.hurley@hbtdaily.co.nz

Hawke's Bay District Health Board chief executive Dr Kevin Snee is making no apologies after stomping, forcefully removing and attempting to smash anti-fluoride protest signs at a public meeting yesterday.

Before the board-organised public meeting began in Havelock North at 2pm, a *Hawke's Bay Today* reporter witnessed Dr Snee removing anti-fluoride signs displayed outside the Havelock North Community

Centre, where the meeting was scheduled to take place.

He tossed the stakes around the lawn before attempting to bend and break the placards over his knee and then stomping on them.

Fluoride Action Network New Zealand member Mary Byrne confronted Dr Snee as he was removing the placards but he walked inside the community building smiling and waving.

"He just came and started standing on them," she said, picking up the signs. "He has no right to go and vandalise them."

"He just came and started standing on them [the signs]. He has no right to go and vandalise them."

Fluoride Action Network New Zealand member Mary Byrne

"How would he like it if we did that to his ones? If you do that sort of stuff to an election sign it's considered vandalism — now he's come out there and wrecked our signs."

When asked by *Hawke's Bay Today* why he removed the

signs in such a forceful manner, Dr Snee replied: "It's hard to take things out of the ground without being forceful."

"They had no right to be there in the first place," he added.

"This is our meeting — I was

just getting them out of the way."

Dr Snee said the DHB felt very strongly about fluoridation, particularly how it affected the local Maori population.

Fluoride Free Hastings spokesperson Angelina Hair was visibly shocked by Dr Snee's actions and said she hoped people had witnessed the incident.

Dr Snee said he simply wanted to conduct the meeting "without the carry-on and

Continued p6 >>>

Health board boss stomps on signs

■ Continued from p1

nonsense of the anti-fluoride brigade".

Following the meeting he approached *Hawke's Bay Today* and questioned the reporter on what would be reported.

Later he phoned the paper and said he would make no apologies for his actions on an issue he felt "passionate" about. He said he was trying to fold the signs into a pile.

The incident came just 50 minutes after a public meeting held at the same venue by Fluoride Free Hastings.

Ms Hair has previously told *Hawke's Bay Today* the health board had refused to allow the anti-fluoride group to speak at their meetings.

Throughout the board meeting, questions continued to be

directed at Dr Snee by members of the public, asking him to explain why he had "damaged" the anti-fluoride signs.

Central Hawke's Bay dentist Dr John Jukes, who spoke at the Fluoride Free Hastings meeting early, said to Dr Snee: "I believe I saw you damaging the posters out front."

Dr Snee simply replied: "They had no right to be there," which sparked jeers from Fluoride Free Hastings supporters.

In October, as part of the local body elections, voters in Havelock North, Hastings and Flaxmere will be asked to decide if fluoride will continue to be added to the Hastings water supply.

The panel comprised Hawke's Bay District Health

Board director of oral health Dr Robin Whyman and Children's Commissioner for New Zealand Dr Russell Wills.

Dr Wills said the health board favoured continuing to have fluoridated water because it was a health benefit for the disadvantaged children in the community.

"We feel the children have a right to the best health outcome and if their parents cannot help them they should not have that right removed.

"The advantage for disadvantaged children outweighs the right to choose," he said.

One man stood up and questioned the panel:

"My mokopuna would be better off if you said we will get rid of all the Coke and all the lollies. That would be better for their teeth — my mokopuna

don't have toothpaste and a brush is the fluoride enough to clean his teeth. If it's not, then why is it in there?"

The panel said it was not enough but oral hygiene programmes were in place to encourage children to brush their teeth.

Members of the public in favour of keeping fluoride included a local dentist who said she favoured it after seeing first-hand the effects of tooth decay in children. "We have no other affordable way to protect kids from tooth decay, this is all we can do."

Dr Whyman said: "We don't diminish the importance of diet and lifestyle choices when it come to tooth decay. But it [fluoride] works. The health benefits outweigh any potential risks."

Fluoridated Toothpaste - Toxic and bad for teeth too

Toothpastes contain fluoride, supposedly to prevent tooth decay. Sadly, the majority of consumers fall for this con and poison themselves even further by applying it to their teeth.

Fluoride in toothpaste is not an organic trace mineral found in the ground. It's an industrial chemical that has been deceptively and incorrectly called "fluoride". It is inorganic, very toxic, and more poisonous than lead.

A concentration of fluoride in water exceeding 2 ppm (parts per million) would be considered unsafe. Fluoridated toothpastes have been found to contain levels of up to 7000 ppm. Even the U.S. FDA regards fluoride in toothpaste as a potential toxic drug.

the most common symptoms of excess fluoride is "dental fluorosis". You will see chalky patches on the teeth making teeth "spotty". Enamels can also become more porous with use of fluoridated toothpaste leading to discoloration of the teeth and pitting of the enamel.



Young children tend to apply lots toothpaste to their toothbrush, and then swallow plenty of it.
(Swallowing half a tube of fluoride toothpaste in one go can be fatal)

Fluoride in the mouth is absorbed through our mucous lining and accumulates in our bodies just like any other substance that has been swallowed. The accumulated fluoride is carcinogenic and harmful to our many body systems. It leads to increased hip fractures, osteoporosis, arthritis and lowered brain function.

Another harmful ingredient in toothpaste is sodium lauryl sulfate (SLS) - a foam building substance known to be cancer causing.

In addition, virtually all toothpastes contain glycerine. Glycerine coats the teeth, so that they cannot naturally remineralise to heal tooth decay.

The basic requirements for remineralising teeth are:

- * A nutrient dense, whole food, Weston A Price type diet, including:
 - o Bone broths & marrow
 - o Cod liver oil
 - o Butter oil, or lots of good butter
 - o Good quality animal foods
 - o Fermented foods

* Fluoride free water

* A fluoride free, glycerine free tooth cleaner



Fluoride Stupidity & Population Control



um fluoride, a hazardous-waste by-product from the manufacture of aluminum, is a common ingredient in rat and cockroach poisons, anesthetics, hypnotics, psychiatric drugs, and military poisons. It has historically been quite expensive to properly dispose of, until some aluminum industries discovered the abundance of the stuff sold the public on the insane but highly profitable idea of selling it with a 1000% markup, injecting it into our water supplies, and then forcing the public to DRINK

is injected into our drinking water supply at approx. 1 part-per-million (ppm), but since only 0.5% of the total water supply, the remaining 99.5% literally goes down the drain as a hazardous-waste disposal for the chemical industry

endent scientific evidence repeatedly showing up over the past 50 years reveals that fluoride in our life span, promotes cancer and various mental disturbances, accelerates osteoporosis, broken hips in old folks, and makes us stupid, docile, and subservient.

reports of aluminum in the brain being a causative factor in Alzheimer's Disease, and evidence towards fluoride's strong affinity for aluminum and also its ability to "trick" the blood-carrier by looking like the hydrogen ion, and thus allowing chemical access to brain tissue



Tap water - it can lower IQ and cause cancer



by Paul Joseph Watson - March 2008

Establishment media will have to find a new tactic with which to ridicule those who oppose the fluoridation of water after a major new Scientific American report concluded that "Scientific attention to fluoride fluoridation may be starting to shift" as new evidence emerges of the poison's link to diseases affecting teeth, bones, the brain and the thyroid gland, as well as lowering IQ.

Most 60 percent of the U.S. population drinks fluoridated water, including residents of 40 of the nation's 50 largest cities," reports Scientific American's Dan Fagin.

Outside the U.S., fluoridation has spread to Canada, the UK, Australia, New Zealand and a few other countries. In other nations, however, water fluoridation is rare and controversial"

As scientific research has uncovered proof that all the horror stories about sodium fluoride poisoning down the decades are essentially true.

A Scientific American study "Concluded that fluoride can subtly alter endocrine function, especially the thyroid -- the gland that produces hormones regulating growth and metabolism."

The report also notes that "a series of epidemiological studies in China have associated high fluoride exposures with lower IQ."

Epidemiological studies and tests on lab animals suggest that high fluoride exposure increases

fracture, especially in vulnerable populations such as the elderly and diabetics," writes

study adds to a growing literature of shocking scientific studies proving fluoride's link with a host of health defects, even as governments in the west, including recently the UK, make plans to mass medicate the population against their will with this deadly toxin.

In 2005, a study conducted at the Harvard School of Dental Health found that fluoride in tap water directly contributes to causing bone cancer in young boys.

American research suggests that boys exposed to fluoride between the ages of five and ten have an increased rate of osteosarcoma - bone cancer - between the ages of 10 and 19," according to a London Observer article about the study.

In August 2006 a Chinese study found that fluoride in drinking water damages children's liver and kidney functions.



A few extra facts about fluoride

Fluoride is a waste by-product of the fertilizer and aluminum industry and it's also a Part II Poison under the UK Poisons Act 1972.

Fluoride is one of the basic ingredients in both PROZAC (FLUoxetine Hydrochloride) and Sarin gas (Isopropyl-Methyl-Phosphoryl FLUoride).

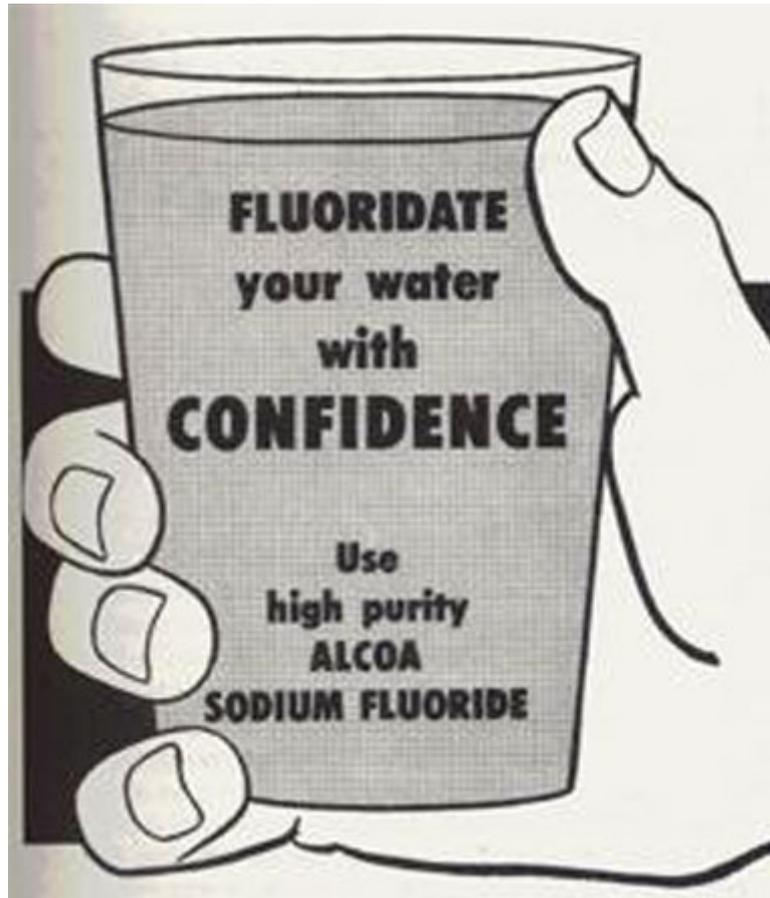
While most of western Europe has rejected fluoridated water due to the known health risks, however, many still drink it and the UK government is trying to fast track the fluoridation of the entire country.

water supply.

Germany, Belgium and Luxembourg fluoridation of water was rejected because it was classed as compulsory medication against the subject's will and therefore violated fundamental human rights.

In November of 2006, the American Dental Association (ADA) advised that parents should avoid giving their babies fluoridated water.

Other sources of fluoride include: fluoride dental products, fluoride pesticides, fluoridated pharmaceuticals, processed foods made with fluoridated water, and tea.



because you're not drinking it, doesn't mean you're not still soaking it in through your skin.

Most people have some level of awareness about the need to purify their drinking water. Strongly, though, most people don't hesitate to shower in the same tap water they refuse to drink. Most people are not used to learn that waterborne chemicals, including fluorides, are readily absorbed into the body through showering or bathing. In fact, these chemicals are actually more dangerous when absorbed through the skin, where they enter the bloodstream more easily, bypassing the gut where they are normally broken down. Fluorides bind with minerals from food, thus diminishing their harmful effects.

Increasing awareness about water pollution is prompting an increasing number of people to buy bottled water (which may be as contaminated as tap water) or invest in water filtration units. Many people use activated charcoal, sediment filters, water softeners or ceramic filters. But none of these methods

remove fluoride.

www.healthcarealternatives.net/removingfluoride



Oral Submission to the Wellington City Council

Deb Gully - 17 May 2011

(Nutrition consultant and Chartered Natural Health practitioner)

Natural Health practitioner, and most of my clients have chronic conditions that are caused by our modern lifestyle - stress, poor nutrition, and toxic overload. Fluoride of course isn't solely responsible for this overload, but it is part of it, and may be the final straw for some people. I encourage my clients to make many changes in the way they eat, drink and live their lives. One of those changes is to stop drinking water with fluoride in it.

I am a representative of the Weston A Price Foundation. This non-profit organisation is about to help people improve their health by eating wholesome, nourishing foods and drinking clean water. Unfortunately, good foods and drinks are not always easy to find, and our job as the Wellington chapter is to help people access the resources they need.

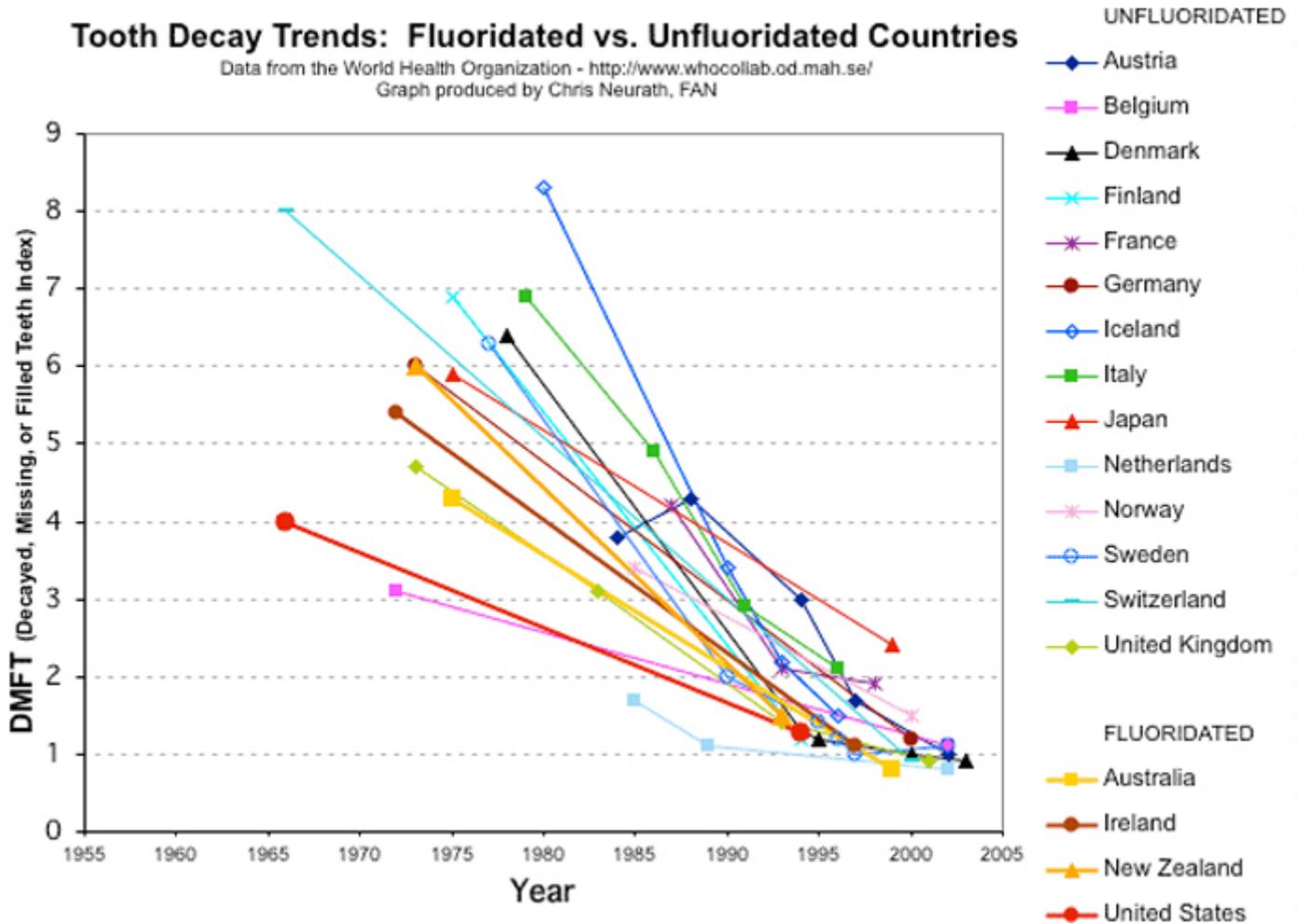
We currently get water from Petone for our own use as drinking water, and recommend that other people do too. We're grateful that the resource is there, but it's not always possible or convenient for people to set up that option. It also isn't practical for people to use Petone water for showers and baths.

We want everybody in the whole of Wellington to have access to fluoride free water from their own homes.

several reasons why I oppose fluoride in the water supply. To summarise each of them

It doesn't address the causes of tooth decay

the deficiency is not the cause of tooth decay. We know that eating sugar causes decay, but it's not because it deposits on the teeth causing plaque. It also disrupts the biochemistry. The changes in our modern food supply results in deficiencies that also contribute to tooth decay, as well as many other modern diseases. Medicating with fluoride doesn't address this huge problem



Fluoridealert.org

It doesn't work

some evidence that external application of fluoride hardens teeth. But the purported evidence that making it internally helps teeth is weak. Studies that initially seem to support the hypothesis are usually flawed.

look at tooth decay levels in non-fluoridated vs fluoridated countries, we can see that levels of decay have reduced across both groups. At the present time, there is little difference between the two groups.

It damages dental, physical and mental health

There's a lot of evidence that ingesting fluoride is actually harmful to teeth. It's also harmful to bone tissue, and is a causative factor in osteoporosis, especially hip fractures. It's implicated in various diseases including cancer, diabetes and chronic fatigue. It impacts on mental and emotional health, causing lowered IQ, depression and inability to concentrate.

Many countries have banned fluoride from their water supplies because they know it's dangerous. From the above graph, NZ is one of only 4 western countries who fluoridate. Despite being one of the 4, even the American Dental Association has recommended that baby formula be mixed up with non fluoridated water, thus admitting the risks involved.

When advising my clients to avoid drinking fluoridated water as much as possible, it had been pointed out to me recently that absorbing it through the skin is just as dangerous. Some people are more sensitive to toxins than others, so are affected more.

Some of my clients have been suffering from joint pain that appears to be related to having long baths in fluoridated water. One of them, who is here today and will be speaking later, has been on a detoxification regime, which included avoiding drinking fluoridated water. She started having detox baths many years ago and after a while started complaining of unexplained joint pain. Since baths are generally considered to be beneficial for pain, it was a long time before we made the connection to the baths. Since she stopped the long baths, the pain has gone away.

Another client has had a habit of long baths to ease muscle and joint pain. In his youth he did a lot of swimming, and soaking in hot water was beneficial for pain and tension. So periodic soaking has been a part of his life for nearly 30 years. It wasn't until one day he mentioned that he felt worse after a bath that the swimming bells started ringing. We realised that he suffers from many of the symptoms of fluoride poisoning, not just the joint pains. Unfortunately, after many years of exposure, his fluoride levels are no longer to reduce and he is still in a lot of pain. Without spending nearly \$4000 on a whole house reverse osmosis filtration system that takes out fluoride, he is unable to completely avoid further exposure.

These are just two small examples, but they are from just bathing in fluoridated water, not from drinking it. Do we afford the risk of continuing to have it in our water supply, if it's even half as dangerous as the evidence, and these two case studies, suggests?

Even if it was effective and safe, it's unethical to mass medicate the population.

It's a basic human right to be able to choose what we put into our bodies. This right has been taken from us. Yes, we can go to the Petone aquifer, or buy bottled water. Or buy an expensive reverse osmosis system that takes out some of the fluoride. But this disadvantages the very segment of the population that you're professing to help – those that can only afford tap water.

Another drawback of mass medication is that the dosage can't be controlled or individualised. A person who drinks a lot gets a far higher dosage than someone who drinks little.

It's wasteful

Only 0.5% of the fluoridated water is ingested. The other 99.5% is used for washing or other uses and mostly goes straight down the drain. So even if fluoride was beneficial, this would be an extremely wasteful way to use it.

On the other hand, if I'm right, and it's actually very dangerous, a huge amount of it is going into the

er system. If even the best water filter can't take out all the fluoride, can the sewage treatment plants? Or are we contaminating the environment, and potentially damaging a lot of wildlife?

It's a danger to NZ exports

Other countries are also refusing to import food that's been prepared with fluoridated water. In Wellington it's only part of this, and the whole country has to change. Forgive me for using a cliché, but until we're part of the solution, in this case we truly are part of the problem.

The fluoride in our water supply is damaging NZ's clean, green image and could potentially have a significant negative effect on our export markets.

I understand that the Annual Plan process is about how we spend rate payers funds, and not about the underlying processes. But as a rate payer, I believe I should have a say in how my rates are spent. I don't want them spent on putting a toxic waste product in my water. A budget is about deciding what money is spent on, and that should include reviewing whether expenditure is worth while. I don't want money spent on something that's damaging to the population, that should be part of the budget decision making.

I've been forwarded an email from Cr Pannett that makes two further points on this issue.

That Greater Wellington also have a say in this decision. But they have already advised that they will take the fluoride out if any council asks them to. So the process is simple, as that obstacle has already been removed.

Finally, that everyone in Wellington needs to be consulted on this issue. I disagree. Nobody in Wellington has the right to say what I should put in my body. If the majority want access to fluoride, they can be supplied it in other forms, where they can control the dosage. But they have no right to force fluoride on those who don't want it, and neither do you.

Whatever benefits of fluoride exist are topical, and the risks are systemic, it would be safer to simply apply the fluoride directly to the teeth, for those that want it.

I trust that you councillors want the best for the Wellington public. So I ask you all to look again at the evidence. To look with open hearts and open minds. It's hard to admit we've been wrong. But please re-examine the evidence again, please be open to that possibility. As Alan Martin always used to say, "It's not the putting right that counts".

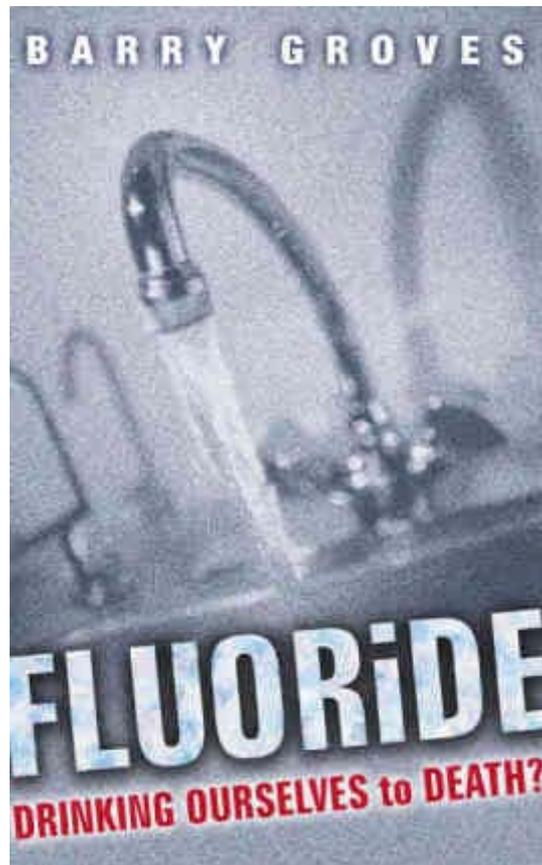
Now you're all busy people, so if you don't have the time to examine the evidence, it really comes down to this – if there is even a chance that what we're saying is right, the risks are too great to continue mass medicating the people who trust you with wise spending of their money.

If you decide to take fluoride out of the water supply, and I'm wrong, maybe there would be a significant impact on the region's dental health. But if I'm right, and fluoride stays in the water supply, the results are already much more severe.

Thank you for your time and attention.



Fluoride - Drinking Ourselves To Death - Barry Groves



ation of water has been used for the prevention of tooth decay for over fifty years. During little research has been done to ascertain whether it works. The chemicals used are classified as industrial waste, yet no study has ever been conducted into their safety for human consumption.

At the same time, research has uncovered serious side effects including deaths, cancer, skeletal fluorosis, osteoporosis, dementia, lowered IQ, kidney damage and even increased dental decay.

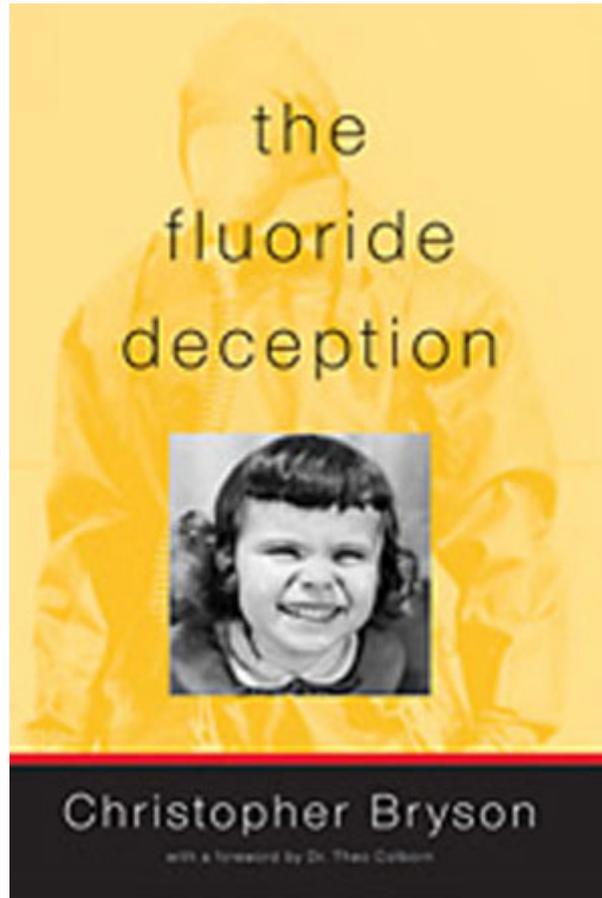
Strongly opposed throughout the world, water fluoridation is far less widely accepted than most people would have us believe. Only two percent of the people of Western Europe have their water fluoridated - almost all of them within Britain and Ireland. Despite all this, the dental organizations continue to compel everyone to ingest fluoride, whether they want it or not and without regard to their health.

possible harm.

vast majority of dentists maintain that fluoride is not debatable. However Barry Groves assembled evidence to refute every single argument made by the dental establishment in favor of fluoridation.

This book is available from Amazon

The Fluoride Deception - Christopher Bryson



s over fluoridated drinking water have long been derided as the obsession of McCarthyite s muckraking j'accuse asserts that fluoride is indeed a dire threat to public health, one f e nation by a vast conspiracy—not of Communist agents, but of our very own military-ind complex.

gative reporter Bryson revisits the decades-long controversy, drawing on mountains of s some unearthed from secret archives of government and corporate laboratories, to ques effects of fluoride and the motives of its leading advocates.

cy of fluoridated drinking water in preventing tooth decay, he contends, is dubious. Flu forms may be one of the most toxic of industrial pollutants, and Bryson cites scientific a g fluoridated drinking water to bone deformities, hyperactivity and a host of other compl

t-war campaign to fluoridate drinking water, he claims, was less a public health innovati ic relations play sponsored by industrial users of fluoride—including the government's n

weapons program.

dary spin doctors like Edward Bernays exploited the tenuous link between dental hygiene and fluoridation to create markets to stimulate fluoride production and to prove the innocuousness of fluoride compounds, thereby heading off lawsuits by factory workers and others poisoned by industrial fluoride pollution.

Dr. Connett marshals an impressive amount of research to demonstrate fluoride's harmfulness, the hypocrisy between leading fluoride researchers and the corporations who funded and benefited from their research, and what he says is the duplicity with which fluoridation was sold to the people. His result is a compelling challenge to the reigning dental orthodoxy, which should provoke renewed scientific scrutiny and public debate.

This book is available from Amazon

The full text is online here

50 Reasons to Keep Fluoride OUT - By Paul Connett, PhD

For those who would call for further studies, I say fine. Take the fluoride out of the water first and then conduct all the studies you want. This folly must end without further delay" – Paul Connett

DR. PAUL CONNETT EXPLAINS THE CASE AGAINST FLUORIDE



Fluoride is not an essential nutrient. No disease has ever been linked to a fluoride deficiency. People in non-fluoridated areas can have perfectly good teeth without fluoride.

Fluoridation is not necessary. Most Western European countries are not fluoridated and have not experienced the same decline in dental decay as the US.

The role of fluoridation in the decline of tooth decay is in serious doubt... In a review commissioned by the British government, Dr. David Locker concluded: "The magnitude of [fluoridation's] effect is not statistically significant in absolute terms, is often not statistically significant and may not be of clinical significance."

Where fluoridation has been discontinued in communities from Canada, the former East German

Cuba and Finland, dental decay has not increased but has actually decreased.

There have been numerous recent reports of dental crises in US cities (e.g. Boston, Cincinnati) which have been fluoridated for over 20 years. There appears to be a far greater (inverse) relationship between tooth decay and income level than with water fluoride levels.

Western research shows that decay rates were coming down before fluoridation was introduced and continued to decline even after its benefits would have been maximized. Many other factors affect tooth decay. Some recent studies have found that tooth decay actually increases as the fluoride concentration in the water increases.

The Centers for Disease Control and Prevention has now acknowledged the findings of many researchers, that the mechanism of fluoride's benefits are mainly TOPICAL not SYSTEMIC. You don't have to swallow fluoride to protect teeth. As the benefits of fluoride (if any exist) are topical and the risks are systemic, it makes more sense, for those who want to take the risks, to deliver fluoride directly to the tooth in the form of toothpaste. Since swallowing fluoride is unnecessary, it is a good reason to force people (against their will) to drink fluoride in their water supply. This position was recently shared by Dr. Douglas Carnall, the associate editor of the British Medical Journal.

Despite being prescribed by doctors for over 50 years, the US Food and Drug Administration (FDA) has never approved any fluoride product designed for ingestion as safe or effective.

The US fluoridation program has massively failed to achieve one of its key objectives, i.e. to reduce dental decay rates while holding down dental fluorosis (mottled and discoloured enamel), a condition known to be caused by fluoride....

Dental fluorosis means that a child has been overdosed on fluoride. While the mechanism by which enamel is damaged is not definitively known, it appears fluorosis may be a result of either fluoride in the growing teeth, or through fluoride's interference with G-protein signaling mechanisms. A study in Mexico, Alarcon-Herrera (2001) has shown a linear correlation between the severity of dental fluorosis and the frequency of bone fractures in children.

The level of fluoride put into water (1 ppm) is up to 200 times higher than normally found in breast milk (0.005 – 0.01 ppm). There are no benefits, only risks, for infants ingesting this high level of fluoride at such an early age (this is an age where susceptibility to environmental toxins is particularly high).

Fluoride is a cumulative poison. On average, only 50% of the fluoride we ingest each day is excreted through the kidneys. The remainder accumulates in our bones, pineal gland, and other tissues. As kidney function is damaged, fluoride accumulation will increase, and with it, the likelihood of harm.

Fluoride is very biologically active even at low concentrations. It interferes with hydrogen bonding in DNA and inhibits numerous enzymes.

When complexed with aluminium, fluoride interferes with G-proteins. Such interactions with aluminium-fluoride complexes the potential to interfere with many hormonal and some neurochemical signals.

Fluoride has been shown to be mutagenic, cause chromosome damage and interfere with processes involved with DNA repair in a variety of cell and tissue studies. Recent studies have also

a correlation between fluoride exposure and chromosome damage in humans.

Fluoride forms complexes with a large number of metal ions, which include metals which are essential to the body (like calcium and magnesium) and metals (like lead and aluminium) which are toxic. This can cause a variety of problems. For example, fluoride interferes with enzymes where magnesium is an important co-factor, and it can help facilitate the uptake of aluminum and lead into tissues where these metals wouldn't otherwise go.

Animals fed for one year with 1 ppm fluoride in their water, using either sodium fluoride or aluminum fluoride, had morphological changes to their kidneys and brains, an increased uptake of aluminum, and the formation of beta amyloid deposits which are characteristic of Alzheimers disease.

Aluminum fluoride was recently nominated by the Environmental Protection Agency and National Institute of Environmental Health Sciences for testing by the National Toxicology Program. According to EPA and NIEHS, aluminum fluoride currently has a "high health research priority" due to its "known neurotoxicity". If fluoride is added to water which contains aluminium, than aluminium fluoride complexes will form.

Animal experiments show that fluoride accumulates in the brain and exposure alters mental function in a manner consistent with a neurotoxic agent. Rats dosed prenatally demonstrated hyperactive behavior. Those dosed postnatally demonstrated hypoactivity (i.e. under activity or "couch potato syndrome"). More recent animal experiments have reported that fluoride can damage the brain and impact learning and behavior.

Recent studies from China show a lowering of IQ in children associated with fluoride exposure. A recent study indicates that even just moderate levels of fluoride exposure (e.g. 0.9 ppm in the water) can exacerbate the neurological defects of iodine deficiency.

Studies by Jennifer Luke showed that fluoride accumulates in the human pineal gland to very high levels. In her Ph.D. thesis Luke has also shown in animal studies that fluoride reduces melatonin production and leads to an earlier onset of puberty.

From the first half of the 20th century, fluoride was prescribed by a number of European doctors to increase the activity of the thyroid gland for those suffering from hyperthyroidism (over active thyroid). With water fluoridation, we are forcing people to drink a thyroid-depressing medication which counteracts the effort to promote higher levels of hypothyroidism (underactive thyroid) in the population, and the subsequent problems related to this disorder. Such problems include depression, fatigue, weakness, muscle and joint pains, increased cholesterol levels, and heart disease. It bears noting that according to the Department of Health and Human Services (1991) fluoride exposure in fluoridated water (at 0.7 - 2.3 mg/day) is estimated to range from 1.6 to 6.6 mg/day, which is a range that actually overlaps with the range (2.3 - 4.5 mg/day) shown to decrease the functioning of the human thyroid. This is a remarkable finding, particularly considering the rampant and increasing problem of hypothyroidism in the United States. In Russia, Bachinskii found a lowering of thyroid function, among otherwise healthy people, at a level of 2.3 ppm fluoride in water.

Some of the early symptoms of skeletal fluorosis, a fluoride-induced bone and joint disease, are seen in millions of people in India, China, and Africa, and mimic the symptoms of arthritis. According to a report on fluoridation by Chemical & Engineering News, "Because some of the clinical symptoms of arthritis, the first two clinical phases of skeletal fluorosis could be easily misdiagnosed". Few studies have been done to determine the extent of this misdiagnosis, and whether the high prevalence is due to

arthritis in America (1 in 3 Americans have some form of arthritis...

some studies, when high doses of fluoride (average 26 mg per day) were used in trials with osteoporosis in an effort to harden their bones and reduce fracture rates, it actually increased the number of fractures, particularly hip fractures. The cumulative doses used in these trials are exceeded by the lifetime cumulative doses being experienced by many people living in fluoridated communities.

seventeen studies (three unpublished, including one abstract) since 1990 have examined the relationship of fluoride in water and hip fracture among the elderly. Eleven of these studies found a positive relationship, eight did not. One study found a dose-related increase in hip fracture as the concentration of fluoride rose from 1 ppm to 8 ppm. Hip fracture is a very serious issue for the elderly, as a quarter of those who have a hip fracture die within a year of the operation, while 50 percent never regain their independent existence....

The only government-sanctioned animal study to investigate if fluoride causes cancer, found a significant increase in cancer in the target organ (bone) of the fluoride-treated (male) rats. The authors of this study also reported an increase in liver and oral cancers, however, all non-bone cancer findings were downgraded – with a questionable rationale - by a government-review panel. In light of the findings of this study, EPA Professional Headquarters Union has requested that Congress establish an independent review to examine the study's results.

A review of national cancer data in the US by the National Cancer Institute (NCI) revealed a significantly higher rate of bone cancer in young men in fluoridated versus unfluoridated areas. The NCI concluded that fluoridation was not the cause, no explanation was provided to explain the higher rates in the fluoridated areas. A smaller study from New Jersey found bone cancer rates to be higher in young men living in fluoridated versus unfluoridated areas. Other epidemiological studies have failed to find this relationship.

Fluoride administered to animals at high doses wreaks havoc on the male reproductive system. It damages sperm and increases the rate of infertility in a number of different species. While studies conducted at the FDA have failed to find reproductive effects in rats, an epidemiological study found increased rates of infertility among couples living in areas with 3 or more ppm fluoride in the water, and 2 studies have found a reduced level of circulating testosterone in males living in fluoridated areas.

The fluoridation program has been very poorly monitored. There has never been a comprehensive monitoring of the fluoride levels in the bones, blood, or urine of the American people or the citizens of fluoridated countries. Based on the sparse data that has become available, however, it is increasingly clear that some people in the population – particularly people with kidney disease - are accumulating fluoride levels that have been associated with harm to both animals and humans, particularly in the bone.

Because fluoride is put in the water it is impossible to control the dose each individual receives. There are two reasons: 1) some people (e.g. manual labourers, athletes, diabetics, and people with kidney disease) drink more water than others, and 2) we receive fluoride from sources other than the water supply. Other sources of fluoride include food and beverages processed with fluoridated water, fluoridated dental products, mechanically deboned meat, teas, and pesticide residues on food.

Water fluoridation is unethical because individuals are not being asked for their informed consent.

medication....

While referenda are preferential to imposed policies from central government, it still leaves them of individual rights versus majority rule. Put another way — does a voter have the right to require that their neighbour ingest a certain medication (even if it's against that neighbour's wishes)?

Some individuals appear to be highly sensitive to fluoride as shown by case studies and double-blind studies. In one study, which lasted 13 years, Feltman and Kosel (1961) showed that about 10% of people given 1 mg of fluoride each day developed negative reactions. Can we as a society force people to ingest fluoride?

According to the Agency for Toxic Substances and Disease Registry (ATSDR 1993), and others, certain subsets of the population may be particularly vulnerable to fluoride's toxic effects. These include: the elderly, diabetics and people with poor kidney function. Again, can we in good conscience force these people to ingest fluoride on a daily basis for their entire lives?

Other vulnerable are those who suffer from malnutrition (e.g. calcium, magnesium, vitamin C, and fluoride deficiencies and protein poor diets). Those most likely to suffer from poor nutrition are the poor, who are precisely the people being targeted by new fluoridation programs. While being at high risk, poor families are less able to afford avoidance measures (e.g. bottled water or water filtration equipment).

Since dental decay is most concentrated in poor communities, we should be spending our money to increase the access to dental care for poor families. The real "Oral Health Crisis" that exists in the United States, is not a lack of fluoride but poverty and lack of dental insurance. The American Dental Association has estimated that 80% of dentists in the US do not treat children on Medicaid.

Fluoridation has been found to be ineffective at preventing one of the most serious oral health problems facing poor children, namely, baby bottle tooth decay, otherwise known as early childhood caries.

Early studies conducted in 1945 -1955 in the US, which helped to launch fluoridation, have been criticized for their poor methodology and poor choice of control communities. According to Dr. Arnold, a statistician from the University of California at Davis, the early fluoridation trials were generally rich in fallacies, improper design, invalid use of statistical methods, omissions of controls, and other errors.

The US Public Health Service first endorsed fluoridation in 1950, before one single trial had been completed!

Since 1950, it has been found that fluorides do little to prevent pit and fissure tooth decay, even though the dental community has acknowledged. This is significant because pit and fissure tooth decay represents up to 85% of the tooth decay experienced by children today.

Despite the fact that we are exposed to far more fluoride today than we were in 1945 (when fluoridation began), the "optimal" fluoridation level is still 1 part per million, the same level deemed optimal in 1945!

The chemicals used to fluoridate water in the US are not pharmaceutical grade. Instead, they are derived from the wet scrubbing systems of the superphosphate fertilizer industry. These chemicals (90% are sodium fluorosilicate and fluorosilicic acid), are classified hazardous wastes containing numerous impurities. Recent testing by the National Sanitation Foundation suggests that the level of impurities in these chemicals is high enough to cause health problems.

ic in these chemicals are relatively high (up to 1.6 ppb after dilution into public water) a potential concern.

These hazardous wastes have not been tested comprehensively. The chemical usually tested in laboratory studies is pharmaceutical grade sodium fluoride, not industrial grade fluorosilicic acid. The assumption being made is that by the time this waste product has been diluted, all the fluorosilicic acid has been converted into free fluoride ion, and the other toxics and radioactive isotopes will be negligible. It is assumed that they will not cause any harm, even with lifetime exposure. These assumptions have not been examined carefully by scientists, independent of the fluoridation program.

Studies by Masters and Coplan (1999, 2000) show an association between the use of fluoride (and its sodium salt) to fluoridate water and an increased uptake of lead into children's bones. Because of lead's acknowledged ability to damage the child's developing brain, this is a very serious finding yet it is being largely ignored by fluoridating countries.

Sodium fluoride is an extremely toxic substance — just 200 mg of fluoride ion is enough to kill a child, and just 3-5 grams (e.g. a teaspoon) is enough to kill an adult. Both children (swallowed) and adults (accidents involving fluoridation equipment and filters on dialysis machines) have died from excess exposure.

Some of the earliest opponents of fluoridation were biochemists and at least 14 Nobel Prize winners, including numerous scientists who have expressed their reservations about the practice of fluoridation.

The most recent Nobel Laureate in Medicine and Physiology, Dr. Arvid Carlsson (2000), was one of the earliest opponents of fluoridation in Sweden, and part of the panel that recommended that the Swedish government reject the practice, which they did in 1971. According to Carlsson: "I am quite confident that water fluoridation, in a not-too-distant future, will be consigned to medical history...Water fluoridation goes against leading principles of pharmacotherapy, which is progressing from standardized medication - of the type 1 tablet 3 times a day - to a much more individualized therapy. This means both dosage and selection of drugs. The addition of drugs to the drinking water means the opposite of an individualized therapy".

While pro-fluoridation officials continue to promote fluoridation with undiminished fervor and defend the practice in open public debate — even when challenged to do so by organizations like the Association for Science in the Public Interest, the American College of Toxicology, or the Environmental Protection Agency. According to Dr. Michael Easley, a prominent lobbyist for fluoride, "Debates give the illusion that a scientific controversy exists when no credible people are listening to the scientists' or toxicologists' view". In light of proponents' refusal to debate this issue, Dr. Edward Groth, a toxicologist at Consumers Union, observed that "the political profluoridation stance has evolved from a scientific, authoritarian, essentially antiscientific posture, one that discourages open debate of scientific issues".

Many scientists, doctors and dentists who have spoken out publicly on this issue have been subjected to censorship and intimidation. Most recently, Dr. Phyllis Mullenix was fired from her position of Director of Toxicology at Forsythe Dental Center for publishing her findings on fluoride and the risk of cancer. William Marcus was fired from the EPA for questioning the government's handling of the fluoride and cancer study. Tactics like this would not be necessary if those promoting fluoridation were on secure scientific ground.

Consumers Union representing the scientists at US EPA headquarters in Washington DC is now on record opposing water fluoridation. According to the Union's Senior Vice President, Dr. William Hirzy,

ary, we hold that fluoridation is an unreasonable risk. That is, the toxicity of fluoride is so great that the purported benefits associated with it are so small - if there are any at all - that requiring every man and child in America to ingest it borders on criminal behavior on the part of government.

To check references go to Paul Connett's website: www.fluoridealert.org/50-reasons.htm

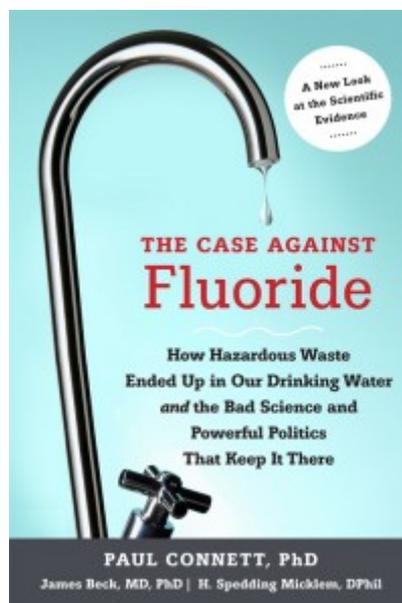
Conclusion

When it comes to controversies surrounding toxic chemicals, invested interests traditionally do their best to discount animal studies and quibble with epidemiological findings. In the past, political expediency has led government agencies to drag their feet on regulating asbestos, benzene, DDT, lead, tetraethyl lead, tobacco and dioxins. With fluoridation we have had a fifty year delay.

Unfortunately, because government officials have put so much of their credibility on the line denouncing fluoridation, and because of the huge liabilities waiting in the wings if they admit that fluoridation has caused an increase in hip fracture, arthritis, bone cancer, brain disorders or thyroid problems, it is difficult for them to speak honestly and openly about the issue. But they must, not only to protect the people from unnecessary harm, but to protect the notion that, at its core, public health policy must be based on sound science not political expediency.

We have a tool with which to do this: it's called the Precautionary Principle. Simply put, this says that if there is a risk, leave it out. This is what most European countries have done and their children's teeth have not suffered, while their public's trust has been strengthened.

It is a question from a Kafka play. Just how much doubt is needed on just one of the health effects listed above, to override a benefit, which when quantified in the largest survey ever conducted in the US, amounts to less than one tooth surface (out of 128) in a child's mouth?



This book is available from Amazon

In order to avoid being publicly humiliated, the pro-fluoridation lobby stick to a strict "No-Debate" policy, saying that debate lends credibility to the anti-fluoridation cause. This is why pro-fluoridation authorities refuse to publicly debate Dr. Connett.

American hydrofluorosilicic acid is radioactive as well

oride that is used in water supplies (hydrofluorosilicic acid) is not only a toxic industrial product, much of the American manufactured "product" is radioactive as well.



USA, where uranium is co-produced with phosphate production, radioactive cross-contamination of hydrofluorosilicic acid frequently occurs.

hydrofluorosilicic acid that is contaminated with trace amounts of lead, arsenic, mercury and radium is delivered unrefined, and in none-pharmaceutical grade, to be used as a water fluoridation 'product'.

Resources

37 published studies reporting an association of reduced IQ with high fluoride exposure

4000+ Professionals Call for an End to Fluoridation of Drinking Water

Corbett Report - fluoride, the forced drugging of society

Fire Water Film (Aus)

Fluoridation: The Fraud of the Century

Fluoride Action Network (NZ)

Fluoride Action Network Video (2013) - Outlaw Experiment

Fluoride Alert

Fluoride and the Phosphate Connection

Fluoride Information Australia

Fluoride: Worse than We Thought

Health Freedom New Zealand (NZ)

NoFluoride.com (USA)

PDF Presentations on fluoride dangers

Prison Planet.com (USA)

Toxic Chemicals In Your Water

Trillion - Water Crimes Video (The Fluoride Song)

The Fluoride Deception - book online

Waterloo Watch (Canada)

West Midlands Against Fluoride (UK)

Weston A Price Foundation (USA)



<hr size=3 width="100%" noshade color="#6699ff" align=center>

Quotes

ation is the greatest case of scientific fraud of this century, if not of all time' - Dr Robert

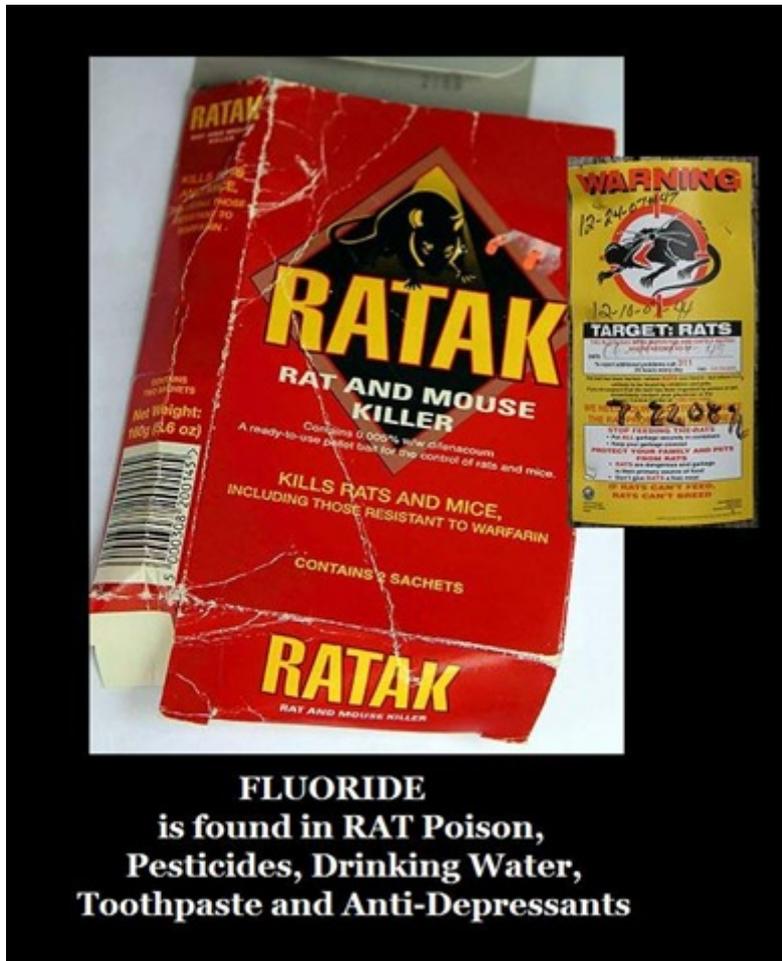
ation of water systems can be slow national suicide, or quick national liquidation. It is c
insanity - treason!" - Dr. E.H. Bronner

ted doses of infinitesimal amounts of fluoride will in time reduce an individual's power t
ion, by slowly poisoning and narcotizing a certain area of the brain, thus making him sub
to the will of those who wish to govern him." - Charles Perkins

ppalled at the prospect of using water as a vehicle for drugs. Fluoride is a corrosive pois
uce serious effects on a long range basis. Any attempt to use water this way is deplorab
Charles Gordon Heyd

ation ... it is the greatest fraud that has ever been perpetrated and it has been perpetra
more people than any other fraud has." - Dr. Professor Albert Schatz

in small quantities, sodium fluoride is a deadly poison to which no effective antidote has
very exterminator knows that it is the most efficient rat-killer" - Charles Perkins - Octob



"Fluoride is rat poison. It may harden tooth enamel but it softens brains" - Dr Eva Hill



FACTS ABOUT FLUORIDATION OF WATER SUPPLIES



The illustration shows an employe of San Diego wearing the protective suit and air hose used when adding poisonous fluorines to the water supply. These precautions are not necessary during the addition of any other substance, including chlorine.

Compiled by DR. EVA HILL

Some extra fluoridation images

Because you can never have too many pictures



FLUORIDE

IS TOXIC
TO YOUR
HEALTH

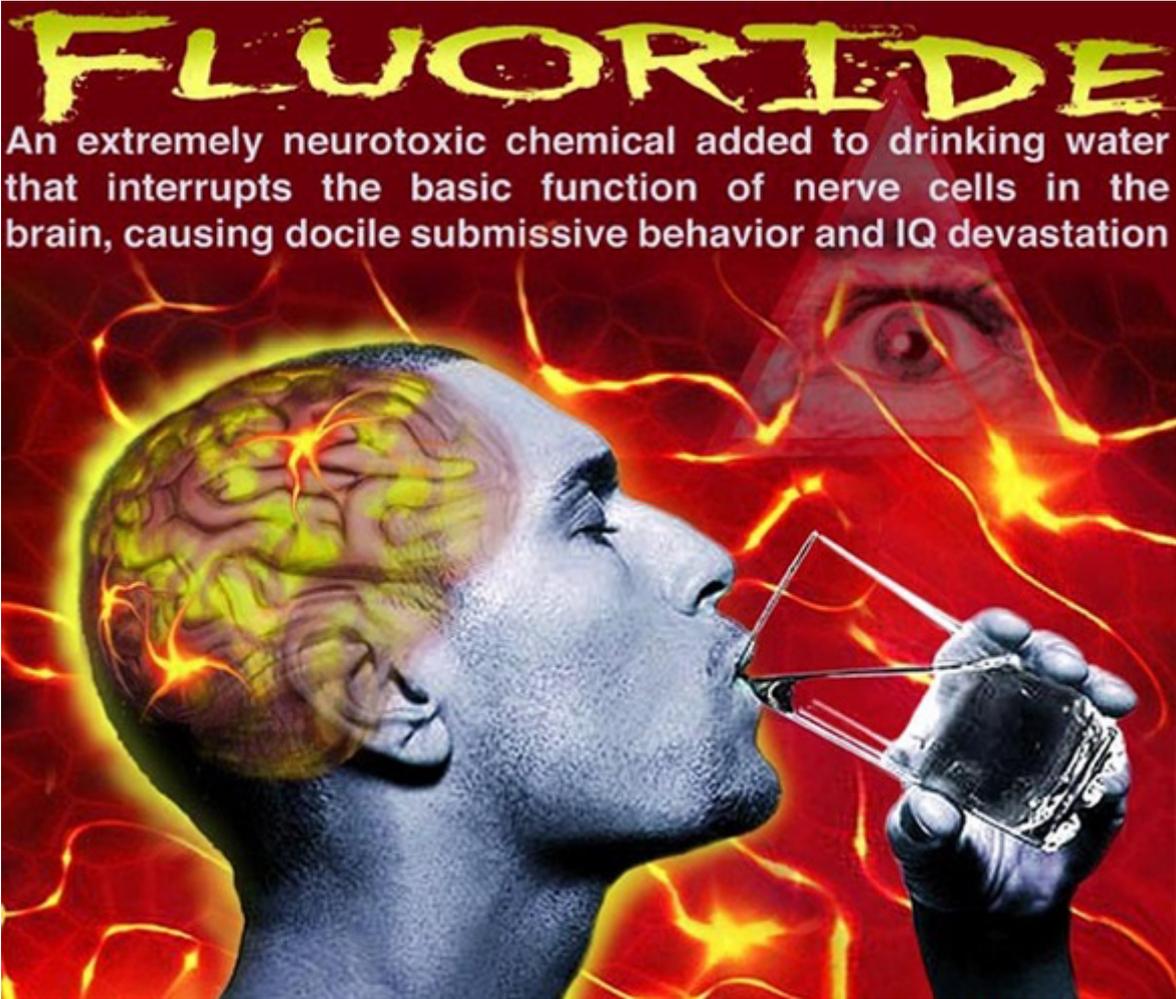
www.FluorideFreeHamilton.org.nz

“FLUORIDATION OF DRINKING WATER
is mass **intoxication** of a population
equivalent to low level **poisoning.**”

Dr. Hans Moolenburgh,
Medical Physician and Cancer Specialist responsible for ending fluoridation in The Netherlands



LECTURE and PRESENTATION
by Declan Waugh,
Environmental Scientist
and Ireland's leading expert on
Water Fluoridation,
explaining how **FLUORIDE**
in your tap water
contributes to
disease & ill-health,
poisons your body,
contaminates your food
and the environment.



FLUORIDE

(HYDROFLUOROSILICIC ACID/ HEXAFLUOROSILICATE/SODIUM FLUORIDE)

			
RAT POISON	WOOD PRESERVATIVE	FLUORESCENT LIGHT BULBS	MOUTH WASH
			
TOOTH PASTE	CERAMICS	METAL CLEANER	ELECTROPLATING
			
SEMICONDUCTORS	REFINING GASOLINE	INSECTICIDE	INDUSTRIAL EQUIPMENT
			
TAP WATER	COMPUTER SCREENS	GLUE	PLASTIC & SILICON

"Over the past ten years a large body of peer-reviewed science has raised concerns that fluoride may present unreasonable health risks, particularly among children, at levels routinely added to tap water in American cities."

ENVIRONMENTAL WORKING GROUP, July 2005

FOUL

"In summary, we hold that fluoridation is an unreasonable DANGER."

US ENVIRONMENTAL PROTECTION AGENCY, 2001

DANGER

Carefully conducted studies of exposure to fluoride and emerging health parameters of interest (e.g., endocrine effects and brain function) should be performed in populations in the United States exposed to various concentrations of fluoride."

US NATIONAL RESEARCH COUNCIL, 2006



"In point of fact, fluoride causes more human cancer death, and causes it faster than any other chemical."

Dr. Dean Burk PHD
(34 years at the national cancer institute)

RIDERS AGAINST FLUORIDE









FLUORIDATION



is the greatest case
of scientific fraud
of this century
if not of all time

Alternative
WAY.NET

Robert Carton, Ph.D



**Ian Gregson
Wellington Chapter
Weston A Price Foundation**

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New Zealand

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Talava Sene

From: BUS: Long Term Plan
Subject: FW: Annual Plan - Fluoride submission

From: Deb Gully, DietNet [<mailto:deb@frot.co.nz>]
Sent: Friday, 17 April 2015 10:26 a.m.
To: BUS: Annual Plan
Subject: Annual Plan - Fluoride submission

I currently have no comment on other aspects of the draft plan.

But I am once again submitting to you, opposing the use of fluoride in our drinking water.

As a nutrition consultant and natural health practitioner, the first step for all of my clients is building a strong base using unprocessed whole foods and clean, chemical free drinking water. As Wellington chapter leader for the international Weston A Price foundation, my primary responsibility is to help the Greater Wellington population source these things.

This means water with no chlorine and no fluoride. Please note that we are not objecting to chlorine being put in the drinking water, as we understand why this is done, and it can be fairly easily removed just before drinking. But there is no good reason to put fluoride in the water, and it is very difficult to take out.

The 13 reasons we oppose fluoride in the water supply

1. The form of fluoride being used is a toxic industry by product, not a natural nutritional element
2. It doesn't address the true causes of tooth decay, which are nutritional. This is of course beyond the scope of council to address. Through my websites and in my practice, I work every day to educate people on how to eat to maintain dental, physical & mental health, as do many of my colleagues.
3. It doesn't work. Levels of tooth decay are very similar in non-fluoridated and fluoridated countries and the weight of genuine scientific evidence fails to show any benefit from fluoridation.
4. It damages dental, physical and mental health. The health issues it's implicated in include:
 - Dental fluorosis
 - Osteoporosis, especially hip fractures
 - Joint & muscle pain, which may then be diagnosed as arthritis or fibromyalgia
 - Endocrine system dysfunction, including hypothyroidism
 - Many other physical diseases including cancer, diabetes and chronic fatigue
 - Lowered IQ, depression and inability to concentrate.
5. Long term fluoride exposure on the skin is as dangerous, if not more so, than drinking it.
6. Even if it was effective and safe, it's dangerous to dispense any medication in such a way as to not be able to control the dosage
7. It's unethical to mass medicate the population without their consent
8. For those members of the public who wish to avoid fluoride exposure, the current policy is expensive – in terms of both time and money. We are appreciative that we can go to Petone and get clean water for drinking, but not everybody is able to do that. For bathing, the options are whole house filtration at an

approximate cost of \$4000 or putting in a rain water tank at a cost of about \$1000. When we're paying rates in order to have good quality water, we shouldn't have to do either of those.

9. It's wasteful - Only 0.5% of the fluoridated water is ingested. The other 99.5% is used for washing or other uses, and literally goes straight down the drain. So even if fluoride was beneficial, at a cost of around \$130k a year, this would be an expensive, wasteful way to use it. There are much cheaper options that could cater for those who want it.
10. Potential contamination of the environment and damage to wildlife from the huge amount of it going into the sewage system.
11. Most other countries have banned fluoride from their water supplies because they know it's dangerous. NZ is one of only a handful of developed nations who fluoridate. (I will expand on this further in my oral submission). Despite the US being one of those, even the American Dental Association has recommended that baby formula is made up with non fluoridated water, thus admitting the risks involved.
12. Danger to NZ exports. The European Court of Justice has ruled that fluoridated water must be treated as a medicine, and cannot be used to prepare foods. The Court stated that even if a functional food product is legally marketed as a food in one member state, it cannot be exported to any other member state unless it has a medicinal licence. So EC countries could refuse to import food that's been prepared with fluoridated water. Fluoride in our water supply is damaging NZ's to clean, green image and could potentially have a very negative effect on our export markets.
13. After looking at the benefits to some of our disadvantaged populations, plus the harmful effects to the total population, it is clear that water fluoridation is not beneficial for the greater good and there are other better ways of addressing the issue with our poorer populations.

We have been asked by council, how we do educate people who just don't want to know about this issue? We can't. Everybody has a busy life, and most people don't have the time to learn about this. They just want to continue to believe what they've always known, and to trust their elected officials to make the right decisions on their behalves.

So we now call on the Wellington City Council to halt this exceedingly dangerous policy immediately. We ask that you:

- Admit that there is overwhelming evidence for the dangers of fluoride, or at the very least admit that there are doubts about it's safety
- Agree that until it's proven safe (which it never has been), fluoride must not be put into our water
- Ask Greater Wellington to stop fluoridating Wellington water immediately (Greater Wellington has previously stated that if any council asks for fluoride to be taken out of their water supply, they will comply.)

I would like the opportunity to present an oral submission to the council, as representative of the Wellington chapter of the Weston A Price foundation.

Sincerely,

Deb Gully
Nutrition consultant and Chartered Natural Health practitioner
Wellington chapter leader of the Weston A Price foundation
12 Queens Drive, Kilbirnie
Wellington 6022
Ph 04 934 6366

Submitter Details

First Name: **Paul**
 Last Name: **Young**
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 Suburb: **Mount Victoria**
 City: **Wellington**
 Country:
 PostCode: **6011**
 Mobile: **027 418 8841**
 eMail: **paul@generationzero.org.nz**

Wishes to be heard:

- Yes
 I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Correspondence to:

- Submitter
 Agent
 Both
-

Submission

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Please see our attached submission.

Do you support our plan to limit rates increases to 3.9% on average over ten years to fund investment for growth, as opposed to a 3.1% increase to provide 'business as usual'?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council take action to improve our international air connections?

- Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the tech sector to stimulate it to grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you think Council should be supporting the film industry to enable it to stay local and grow?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you believe Council should support private owners with the strengthening of heritage buildings?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Council strengthen its key Civic Square buildings, and offset the cost where possible?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Should Wellington seek to remain the events capital of New Zealand?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our plan to provide a new and improved venue for concerts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support upgrading sports facilities where need has been demonstrated?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the development of new tourism experiences to attract new visitors and get them to stay for longer?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's activities to optimise infrastructure to realise savings and better cope with adverse events?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support the Council's transition to the use of smart technology such as parking sensors and LED streetlights?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support proposed improvements to transport that will allow for safer, faster and more reliable journeys?

Strongly support Support Neutral Oppose Strongly Oppose

Comments

Urban Development

Do you support the Council funding and taking action to regenerate inner-city precincts?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support our proposal to improve public spaces such as laneways?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you support Council's plan for strengthening suburban town centres including work in

Johnsonville, Karori and Tawa?

Strongly support Support Neutral Oppose Strongly oppose

Comments

Do you generally agree with the priority projects identified in the Urban Growth Implementation Plan?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Comments

Do you see other matters as priorities?

Comments

Who we are reaching

You don't have to complete this section but this information helps us to know who we are reaching. (Note: the information you provide is open to public view.)

I am

Male
 Female

My age is

under 18 years
 18-29 years
 30-39 years
 40-49 years
 50-59 years
 60 years and older

Have you ever made a submission on a draft annual or long-term plan before?

Yes
 No

Which of the following best describes you?

Residential ratepayer
 Commercial ratepayer
 Residential and commercial ratepayer

- I rent
 - Other
-

Which ethnic group do you belong to? (You can tick more than one box)

- New Zealand European
- Māori
- Samoan
- Cook Island
- Tongan
- Niuean
- Chinese
- Indian
- Other (such as Dutch, Japanese, Tokelauan, Somali)

Please state:

Other issues/matters or general comments

Comments

Please see our full submission attached.

Attached Documents

File
Wellington Long Term Plan 2015 submission - Generation Zero
2015-25 Draft Long-term Plan

Submission on the Wellington Long Term Plan 2015-2025

Prepared by Paul Young, Pattern Reid, and Nadine Dodge on behalf of Generation Zero Wellington, 17 April 2015.

1. About Generation Zero

Generation Zero is a youth-led nationwide organisation launched in 2011 with over 10,000 supporters. We believe that New Zealand has the ability and opportunity to be an example to the world of how to rise to the challenges of climate change, while creating a better country in the process. Our vision is for a thriving, zero-carbon Aotearoa by 2050. To achieve this, we advocate for the development and implementation of comprehensive local and national government plans, along with immediate steps to reduce greenhouse gas emissions and fossil fuel dependence. Generation Zero is not aligned with any political parties and is 100 percent independent in its views.

2. Introduction

Thank you for the opportunity to submit on the Long Term Plan 2015-2025 consultation document. Like the council, Generation Zero Wellington believes Wellington is the 'coolest little capital' in the world. Many of the projects proposed under the councils 'invest to grow' strategy will contribute positively toward ensuring Wellington is a liveable city, and a place where talent wants to live.

We believe the cities liveability is enhanced greatly by its compact urban form, and the ease with which people can access work and leisure activities using active and public transport. As such these factors should be given more priority within the Long Term Plan's strategic direction and funding allocation.

We have a strong interest in the strategic direction chosen for Wellington's development in the Long Term Plan, as it has implications for the sustainability of the city's urban form and transport system in the coming decades. Furthermore, the direction taken on economic growth and physical development now will have consequences for Wellington's emissions profile.

3. General themes

3.1 The right kind of growth

We share the Council's desire to improve Wellington's economic well-being. We strongly support and agree with the principle of 'investing to grow'.

However it is not as simple as pursuing unqualified 'growth' - we need to question whether proposed project's are investing in the 'sustainable growth' the Plan states it aims to achieve. In the 21st century that must mean economic development that is compatible with rapidly driving down carbon emissions, and ideally contributes to doing so.

We believe that win-wins are absolutely possible, and cities leading the charge on low carbon development will be economically successful. We strongly agree with the conclusions of the *Better Growth, Better Climate* report by the New Climate Economy (the Global Commission on the Economy and Climate) that compact urban development with strong public transport connections makes for lower carbon cities that are also "more productive, socially inclusive, resilient, cleaner, quieter and safer."

As a youth-led organisation, we are very aware of the growing desire from our peers to live in cities that fit this bill. For example, a recent study by the Rockefeller Foundation found that "More than half (54 percent) of Millennials surveyed say they would consider moving to another city if it had more and better options for getting around, and 66 percent say that access to high quality transportation is one of the top three criteria they would weight when deciding where to live."¹ The importance of liveability for attracting increasingly mobile talent to create new businesses and job opportunities cannot be overstated. Wellington has a natural advantage amongst Australasian cities thanks to its compact form, but other such as Auckland are gaining ground quickly.

There are many elements in the Plan that are well-aligned with our vision, such as inner city regeneration, the cycleway network, support for film and tech industries, and making public spaces more vibrant and liveable. However, some elements - such as the airport extension and conference centre - seem to be chasing an economic model of 'keeping up with Auckland' which is misguided in our view. Investing that money instead in areas that will further enhance Wellington's liveability, such as a light rail network for the city, could deliver greater gains while also helping transition Wellington towards a zero carbon future.

3.2 Compatibility with Climate Change Action Plan and emissions targets

Climate change is recognised in the Plan. This is consistent with its Climate Change Action Plan 2013, which sets a target to reduce Wellington's emissions by 30% relative to 2001 levels by 2020. However we note that the Climate Change Action Plan is not mentioned in the Plan, nor is the reduction target. Given that the Climate Plan stated that it's recommendations would 'be reflected in the Long Term Plan 2015-2025', this seems like a serious omission. We argue that the effect the 'invest to grow' strategy will have on climate change needs to be recognised in the Plan and considered in the proposed projects decision making processes.

Further to this, some of the proposals made under the 'invest to grow' strategy are likely to increase Wellington's emissions, making the Plan inconsistent with the council's 2020 reduction target. The level of population growth and increased visitor numbers predicted under the 'invest to grow' strategy will increase transport demand and, in turn, Wellington's vehicle based CO² emissions. Given that road transport contributed 34.8% of Wellington's greenhouse gas emissions in 2009-2010, reducing car dependence should be priority for local councils. However the Plan

¹ <http://www.rockefellerfoundation.org/about-us/news-media/access-public-transportation-top/>

instead proposes major roading projects to cater for increased transport demand. Roothing provision is therefore given priority over issues of climate change and emissions in the Plan.

Lastly, while the Plan mentions climate change, it is predominantly discussed in relation to infrastructure resilience and hazard management. This does little to address the issue of emissions themselves. Instead the Plan needs to focus on proactive mitigation through planning our urban development, infrastructure and transport systems with emissions reductions in mind.

We propose that:

- The Climate Change Action Plan 2013 is acknowledged in the Plan
- That the impact on climate change is considered in the development of all projects proposed in the Plan
- That all projects consider Wellington's emissions reduction target of 80% by 2050 as laid out in the Climate Change Action Plan 2013
- That Climate Change assessments are implemented for all development projects proposed in the Plan
- That these considerations be written into the Plan

3.3 Integrated transport and land-use planning

The Plan proposes to stimulate residential development in the CBD, and create medium density housing in town centres along the growth spine. Generation Zero strongly supports these proposals for their environmental and social benefits. As recognised in the Plan, intensifying housing development within existing city and suburban centres reduces travelling distances and car demand, and induces the use of more sustainable transport modes. It also produces many co-benefits including increased social interaction, improved physical health, and more efficient infrastructure and resource use. Redeveloping public spaces alongside these housing developments is also a fantastic way of enhancing the vibrancy and liveability of Wellington, and will help draw people to the city.

However, while the Plan proposes higher density housing and more public and active transport infrastructure, we feel that it stops short of its goal, as it fails to identify the need for integrated urban form and transport planning. Urban form is not just buildings alone, it is the whole system inclusive of buildings, transport and infrastructure. Setting separate goals for housing and transport does not lead to ideal outcomes for either. Integrated planning is one of the key tools for developing a well-designed, liveable city, and for adapting our urban environments to a low carbon future. Developing medium density housing is beneficial as it maximises proximity and accessibility to a wide range of everyday activities (employment, recreation, retail, etc.), creates mixed land uses, and provides easy access to alternative transport modes. Planning medium density housing separately from transport will by design be unsuccessful if it is not supported by strong public and active transport connections which maximise the ease with which people can access activities.

As such, we propose that:

- The Plan recognise the importance of integrated urban form and transport for creating a liveable and sustainable city by including this wording in its text.
- The Plan state more clearly the connections between the transport and urban form projects, and how they support each other.

4. Comment on specific projects and initiatives

4.1 Cycleway network

We support the prioritisation of the cycleway network as proposed in the Plan. However we recommend that the Plan articulate concrete targets for the development of the cycleway up to 2025. Targets are vital to the councils ability to assess the progress toward increased cycleways in their annual reporting, and provides the community with more certainty about the councils commitment to the cycle network.

4.2 Other transport investment

While the Plan states that public transport, cycling and walking will be prioritised under the ‘invest to grow’ strategy we feel this has not been reflected in the proposed projects or funding allocations. Of the \$732 million proposed operational funding budget for transport, \$433 million is for roading projects, for example the Airport to Ngauranga Gorge corridor. While this is predominantly a NZTA investment the Council should not automatically support it. It is out of line with the vision of liveability and sustainable growth, and represents a huge missed opportunity to invest in transforming Wellington's other transport modes. Only \$50 million is allocated to cycleways and bus priority infrastructure. This is inconsistent with current mode share in Wellington; only 43% of journeys to work are made by passenger vehicles but 59% of the transit funding is dedicated to roading projects. Encouraging and investing in public and active transport is recognised in climate change literature as a key way to achieve emissions reductions. It also has co-benefits for peoples’ health and road congestion. The Wellington City Council Urban Growth Plan recognises this, and states that active and public transport modes will be prioritised over automobile transport. A more equitable, as well as climate friendly, means of appropriating transit funding could be the proportional allocation of transport funding according to daily mode share for journeys to work, or another similar metric.

4.3 Airport extension

Secondly, while the Plan recognises the need to adapt to climate change, the airport extension project conflicts with this statement in two ways. Firstly it will increase Wellington’s emissions in the aviation transport sector. Aviation accounted for 18% of Wellingtons GHG emissions in 2009-2010, which is a significant amount. New flights will also increase road transport demand and related emissions. This is inconsistent with the targets made in the Climate Change Action Plan 2013. We argue that this target needs to be considered in the decision making process for the airport extension, and that the level of emissions needs to be quantified and internalised as part of the cost of the council’s investment. Secondly, the airport area is vulnerable to the risk of sea level rise. Making such a significant infrastructure investment in a known hazard zone is not in line with planning for resilience to climate change, let alone planning for climate change

mitigation. We argue that this project requires a climate change assessment as part of its business model before funding commitments are made.

Further to this, we question the benefits the airport extension would provide to the Wellington community as a whole. We would like to see a strong business case put forward about the numbers of new visitors that these flights would generate, before assumptions are made about the indirect economic benefits the runway will create. Sharing the costs of the airport extension with the ratepayers also raises questions of equity, as all ratepayers will fund this project equally but the primary beneficiaries will be those that are more economically advantaged. Given the contribution that ratepayers will make to the project, it is important to consider the benefits they will receive from the project, and their level of support, before committing to the investment. These factors must all be considered as part of the business model.

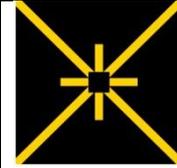
4.4 Housing areas

We strongly support the identification of medium density housing areas in suburban centres, and housing intensification zones within the CBD. Intensification within existing city boundaries reduces land consumption, infrastructure costs, and reduces travel demand among other benefits. There is evidence of growing demand for medium density housing in Wellington, indicating that the market is increasingly ready for a shift to this form of living.

4.5 Urban redevelopment agency

We strongly support the creation of an Urban Redevelopment Agency to cohesively manage urban development. This is a strong step to ensuring all elements of urban development are planned in an integrated way, producing better outcomes overall. However we note that no funding has been allocated to the creation and running of this agency in the Plan. Without funding, support the promise of this agency is meaningless. Given the potential of this agency we would like to see funding allocated to them in the Plan.

Ms Geraldine Murphy
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 0274 507804
innercityassociation@gmail.com



**INNER
 CITY
 ASSOCIATION**

Representing
 Wellington
 Inner City
 Residents and
 Businesses

Yes, I want to speak at a submission hearing.

I am making this submission as an organisation – Inner City Association

This submission represents the views of 35 members in response to ICA's survey. This is 10% of all members; 82% residential property owners; 38% business property owners (30%) and business leasees. 40%(10) are in buildings with a s124 notice; 52% (13) are in buildings that have been confirmed as not earthquake prone; 8% (2) are in buildings that do not have a s124 notice but are planning to undertake seismic strengthening.

Invest for growth or business as usual?

69% of respondents support the 'invest for growth' approach to the LTP, with 31% supporting business as usual. Of the proposals outlined in the LTP, the priorities for respondents are:

1. Improved management of key infrastructure (nearly 80%)
2. Screen and tech industries, inner city regeneration, real transport choices (59%). Of these, aspects of the inner city regeneration (6 respondents) and the cycling/bus proposals (4 respondents) were viewed as positive things in the Draft LTP. The urban development agency is not widely supported.
3. Strengthening town centres (38%)
4. Reigniting our sense of space, new and improved venues (35%)
5. A longer airport runway (29%). This proposal rated highest (seven respondents) in response to the question on what aspect caused the most concern in the Draft LTP, with four respondents viewing it as positive. Two respondents questioned the business drivers for the proposal, and the risks to ratepayers if it failed.
6. New visitor attractions (23%)
7. Revitalise the Civic Square (18%)

The majority (50%) of respondents support or strongly support the resulting rates increase to support the 'invest for growth' approach; 30% opposed or strongly opposed and 20% were neutral.

Earthquake strengthening issues

CAB and Central Library

ICA strongly opposes WCC's proposal to undertake further strengthening on the CAB and Central Library buildings (46% of respondents strongly oppose or oppose, 29% are neutral and 22% support or strongly support).

There was insufficient information given in the LTP Consultation document to fully inform ratepayers on what was proposed. Advice from WCC officials in response to our request for the seismic rating of these buildings stated that engineers have advised that neither building is considered earthquake prone, with the CAB at 60-65% of NBS, and the Central Library 60% of NBS. Engineers have stated that there are some 'vulnerabilities' that are around 30-40% of NBS, but the buildings are not earthquake prone. Further, the engineers' advise that for the CAB at least those vulnerabilities would not fail in a moderate earthquake. WCC is proposing to spend \$16.8m to get the two buildings to 'at least as close as practicable to 67% NBS). Aren't the buildings already there? There are many owners that would love to have this seismic rating. There are many owners of buildings that are quite happy with this seismic rating.

Spending \$16.8m on these two buildings is an inefficient use of public money. The \$16.8m could be more productively used to help owners strengthen heritage and non-heritage buildings with s124 notices that have to strengthen. 52% of respondents support or strongly support using the \$16.8m to provide financial support to owners who have to strengthen and are unable to access finance to fund their shares. 20% oppose or strongly oppose and 29% is neutral.

There are body corporates of buildings with s124 notices that are actively investigating strengthening options and some of these projects are at risk of not proceeding because some owners cannot finance their share of the costs. Costs of strengthening proposals for some buildings, particularly heritage buildings, are so high it is not economically viable to do so. Other body corporates are spending thousands trying to find an affordable strengthening option and having to go to several engineers due to poor quality of advice.

WCC's earthquake strengthening policy to get all buildings to over 67%, which ICA has always opposed, is helping to drive up demand and costs of the engineering and construction resources and spread the incorrect perception that unless the building is over 67% it is not safe. This drives down values of buildings, which has a flow on effect on owners' ability to get finance. Several respondents raised concerns about the lack of support for residential apartment owners for earthquake strengthening.

Heritage buildings

The heritage status and constraints are creating additional financial pressures on some owners. ICA supports the proposals to increase the size of the Built Heritage Incentive Fund and the rates remission increases for heritage buildings (66% support or strongly support; 15% oppose; 20% neutral). This financial support is appreciated, but ICA believes WCC should go further and review its approach to the heritage building policy to reduce the financial impact on private owners for a public benefit (71% strongly support or support; 23% are neutral; 6% oppose or strongly oppose).

Councillors were to consider options for addressing built heritage, natural hazard and economic resilience issues in light of the financial impacts of strengthening listed buildings on private owners at a workshop in August 2014. This discussion did not take place at that workshop, but it needs to be had urgently. Hard decisions have to be made locally and nationally.

Strengthening other Civic Centre buildings

The majority of respondents (53%) supported WCC leasing out land and office space to fund the strengthening of the Civic Centre; 24% were neutral; of the 24% that opposed, 18% strongly opposed this proposal. Other respondents raised concerns that:

- EQ strengthening was a waste of money, particularly where buildings are not earthquake prone
- Leasing for 99 years (to finance the strengthening) was effectively selling the land.

Other initiatives of particular interest to ICA

Urban development agency

By a small margin, respondents opposed (39%) WCC establishing an urban development agency that would be likely to have the authority to buy and develop land and buildings in the inner city; 30% were neutral and 30% supported. There is a potential conflict of interest for WCC, which is the regulatory agency enforcing s124 notices and approving strengthening proposals through the consent process. What will the market value be if some of these buildings have s124 notices, WCC will not agree to the strengthening proposal, dropping values and owners cannot finance strengthening?

One respondent commented that WCC is not a development company and should not develop this capacity. WCC should be able to achieve the desired outcomes by other means (eg, District Plan). Another respondent felt that such an agency may also assume authority to sell council property.

Monitoring of compliance by licensed premises

ICA does not accept that the current service levels for inspection of licensed premises are adequate. WCC has advised that the increase in the public health funding is not related to inspection activities when there are an additional 217 licensed premises that need to be monitored at 'peak' hours, in addition to the annual inspection.

The Draft LTP assumes that current services meet service level expectations. ICA questions the basis for this given the increased expectations of the District Licensing Committee for monitoring and reporting of licensed premises, particularly to monitor the effectiveness of conditions that are set on licences. Ratepayers should not fund all the costs of the inspection activities, particularly for late trading licensed premises. There is a primarily private benefit from the late night trading economy for the bar owners and their customers.

WCC officers advise that an Alcohol Fees Bylaw is being considered. ICA supports this investigation and looks forward to the outcome. ICA submits that this review should include the costs of monitoring the CCTV cameras from 2am-5am on peak nights (Thurs – Sat); (80% support, 17% neutral, 3% oppose). Volunteers monitor these cameras from 8pm – 5am; the 2am – 5am shifts are the hardest to fill, but are also the most important to cover, particularly on Friday and Sat nights. Local Hosts could be expanded so that one person is allocated to cover those critical shifts.

Other feedback about the Draft LTP

- Focus on economic growth: this was noted as a positive aspect of the Draft LTP by 4 respondents. Seven respondents, however, raised concerns about the lack of detail on which to make informed decisions.

There are no obvious criteria in the documents to see how WCC selected these initiatives as providing the best value for money, particularly those that are to create economic growth. WCC is using 'commercial sensitivity' as a reason not to provide data on which the proposals are

based, but more transparency is needed. For example, there is no indicative full cost for the film museum or how the partnership funding will be split, so it is hard to judge the value of using \$30m of ratepayers' money.

Several initiatives refer to a business case being developed; more information from those business cases has to be available to ratepayers before a final decision is made. There is a high risk that support for an initiative through this consultation process is viewed by WCC as providing the mandate to proceed. WCC has to be transparent about the level of risks that ratepayers are being exposed to before a final decision is made. WCC has to be transparent about providing timely opportunities for directly affected residents and businesses to have real input through the design and implementation process.

- Concern that limited inner city green space is being used by businesses (eg, Karaka Café and St Johns Bar) removing these areas from public use during peak demand times. It should also be noted that the diagram of the outdoor licensed areas are not displayed by either of these businesses, as required.
- Other initiatives were suggested for the LTP: putting a roof on Westpac Stadium to attract more events to Wellington and build visitor growth (using Dunedin's Forsyth Barr stadium as an example where this has occurred) and expand the rail connection from the railway station to Courtenay Place and Newtown. Two people thought the film museum was a positive thing, while one was concerned about WCC's involvement in this.
- Small businesses: a concern was raised that there was no acknowledgement in the Draft LTP that small businesses need support, and the level of support for small businesses continues to be a concern for ICA. For example, is WCC committing to Xmas lights/decorations/trees in this LTP? We have heard that 2014 was a one-off and retailers have to justify this expenditure again?

Conclusion

In summary, it is an ambitious plan for economic growth and ICA supports that overall approach based on the responses to our survey. It does, however, raise questions about whether WCC has the capacity and capability to manage and deliver the diverse range of initiatives. The public does not have the information to evaluate whether WCC's criteria and prioritisation is appropriate; that is a concern. ICA has areas of major concern, such as the \$16.8m on strengthening the CAB and the Central Library, when these are not earthquake prone.

The Draft LTP states 'Our decisions will be open to scrutiny' (p21 of consultation document). Decisions can only be open to scrutiny by making adequate data available, in an accessible format, with sufficient time, prior to decisions being made. WCC needs to do more to deliver on this statement as this LTP is implemented.

To Wellington City Council

Submission on Draft Annual Plan

From: Noeline Gannaway, 83 Wright St, Mt Cook, Wellington.

I am writing as an individual on Transport and Health issues - pesticides and fluoridation. *

Transport

Council's encouragement for cycling is excellent, and needs to be taken further. The Island Bay cycleway is a good start. For the safety of cyclists - and pedestrians - we need a cycle network throughout the city..

I recommend a lower speed limit - not over 30 K - in the CBD, as safer for pedestrians.

Free bus transfers should be available in the city. We ask for quiet and non-polluting modes of transport. Phase out diesel buses. . Keep the trolleys as long as practicable . they should not be scrapped while they are serviceable. From reports, the long, bendy-buses sound to be unsuitable. Light rail would be ideal. A route through the CBD to the airport via the hospital makes sense.

Any transport plan should respect the integrity and amenity value of the Basin Reserve. The Museum Stand and Cricket Museum must be preserved, and all thought of a flyover should be dropped for good, as unnecessary and unwanted.

Health

Gardens throughout the city are a credit to Council workers. I urge that poisons not be used - in particular Roundup, the active ingredient of which (glyphosate) has recently been linked to human cancer. I recommend that Wellington City be declared a Roundup-Free zone. and that residents be warned of the danger of this herbicide.

* I am writing again to urge that you end fluoridation and supply pure water for the public good.

* Increasing scientific evidence shows more risks from fluoride: Last year it was re-classified by scientists as a developmental neurotoxin, meaning that fluoride joins chemicals like mercury, lead and arsenic that harm the brain

A recent British study showed higher rates of underactive thyroid in areas of greatest fluoridation. This can lead to weight gain, depression, fatigue and muscle pain. According to the lead researcher. "Councils need to think again about putting fluoride in the water. There are far safer ways to improve ^{dental} public health".

Yet another study has found a link between fluoride and Attention Deficit disorder in children. Fluoride can definitely affect the ^{thyroid} fluoride in children, especially where iodine is deficient. Drinking

fluoridated water is known to increase lead levels in the blood, and a number of studies point to lowered IQ in children exposed to fluoride.

Bone cancer (osteosarcoma) in young men is a particular risk after drinking fluoridated water at ages 6 to 10 years.

Medical research by the Irish scientist Declan Waugh comparing health in the Republic (where fluoridation has been mandatory for some 50 years) shows conclusively the damage to health in the South. For instance, the prevalence of asthma has increased by 500% since the commencement of fluoridation. Waugh said: "Scientific studies have clearly demonstrated that fluoride is a pro-inflammatory agent that can contribute to all inflammatory diseases, not just asthma". These findings led to the ending of fluoridation in Israel.

A with that in the unfluoridated North

In combination, fluoride and aluminium cause changes in the brain typically associated with Alzheimer's dementia.

Any hardening of tooth enamel by fluoride comes from topical application eg toothpaste, NOT from drinking fluoridated water.

It is unfortunate that doctors are not trained in recognising fluoride toxicity.

Councils should not continue to cater to industry by recycling this waste product.

Thank you for your attention. I would like to speak to my submission.

Yours sincerely

Noeline Gannaway 83 Wright St, Mt Cook, Wellington 6021 Ph. 384-2202

Noeline Gannaway 14 April 2015.

Speak!

2015-25 Draft Long-Term Plan

Submission by the Makara/Ohariu Community Board

Submitted by: Christine Grace
Makara/Ohariu Community Board
C/- 410 Makara Road
Makara
Wellington 6972
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Cell: 0274 620108
Email: gracecp410@gmail.com

I am available to present the Makara/Ohariu Community Board's submission to a hearing.

This submission relates only to the Traffic/Roading aspect of the Long Term Plan.

In the 2014-15 Draft Annual Plan, there was agreement by Council to include an amount of \$100,000 in capital expenditure for minor road safety initiatives in Ohariu and Makara. A specific corner was identified in Ohariu Valley which the Board considered needed urgent attention, and in conjunction with the Traffic team, work is now to be undertaken and likely to be completed by the end of June 2015. This particular project will utilize the full amount provided.

The Board requests that a similar amount be carried forward again into future budgets, outside of normal ongoing maintenance, to identify further road safety initiatives in the area.

Within the Draft Long Term Plan within the Real Transport Choices the Council wishes to increase the uptake of cycling. The Board has noticed that there appears to have been a reasonable increase in traffic movements throughout both Ohariu and Makara over the past few years. This particularly involves many cyclists passing through both Makara and Ohariu, along with heavy vehicles. As a consequence of this and the safety issues that result, because of the intensified usage of what in many places are narrow and winding roads, the Board wishes to ensure that there is the ability and the financial backing for the Council to ensure that safety work, over and above the normal maintenance which the Council undertakes, can be implemented in a timely and appropriate fashion.

Thank you for the opportunity to make this submission.

Christine Grace
Chair

Nancys Stitch Studio
 261 Thorndon Quay
 PO Box 245
 Wellington 6140
 04 473 4047
 nancys@nancys.co.nz

17 April 2015

Wellington City Council
 PO Box 2199
 Wellington 6140

Email growthplan@wcc.govt.nz

Our 10-year plan
Wellington Urban Growth Plan

We are pleased to have the opportunity to comment on Wellington City Council's 10-year plan and Wellington Urban Growth Plan.

Some of the points we make here were introduced in our submission to the Regional Land Transport Plan.

We are a retail business on Thorndon Quay at the Northern end of the Wellington CBD. We have been operating on Thorndon Quay for 7 years and want to see it continue to grow as a living community of retail, trade supplies, design studios, churches, child care, dance studios, apartments, cafes offices and computer, sewing machine and vehicle repair much like the 'activity street' definition under the RLTP.

In this submission we are addressing the Real Transport Choices in the WUGP and in particular bus priority measures and cycling and walking improvements.

We wish to gain more clarity about the respective roles of SH1, Aotea Quay and Thorndon Quay. We are assuming that you regard SH1 as the preferred option for single occupant commuter cars.

We ask the council to support NZTA in smart motorway plans, in particular traffic light managed on ramps, a 30km speed limit on Thorndon Quay would help commuters identify the hierarchy of routes.

As part of the bus priority measures is Aotea Quay going to be part of the plan?

Are walkers expected to be on both Thorndon Quay and Aotea Quay? We see the need for improved pedestrian access to the Interislander and suggest that a foot bridge from north Thorndon Quay would better support walkers from the friendlier Thorndon Quay rather than the urban desert of Aotea Quay. Thorndon Quay already gives better and safer access to the northern suburbs

Are cyclists to be provided for on both Thorndon Quay and Aotea Quay? If you do hope one day to bridge the gap from Aotea Quay to a water side cycle way then what happens soon on Thorndon Quay is a temporary step rather than the final version of a section of the Great Harbour Way. We understand from the corridor plan, the costs and other impediments in realising this section of the Great Harbour Way as an actual "harbour way". We feel that we have to record our concern that the respective costings of cycle improvements do not yet take into account the detrimental effects on existing businesses for what might only be a temporary solution.

We like what we see of the proposal for North Lambton Quay (p16 WUGP IP) and hope that it will be more attractive for the people that use it and less attractive to traffic intending to pass through Thorndon Quay northwards without stopping. For the same reasons we would support further traffic calming on Bunny St in front of the Railway Station.

We note the several references to a Port Access Plan and a Port Precinct Plan (p39 WUGP), and it is important that decisions made now on what Thorndon Quay looks like makes sense with respect to the roles of the SH1 motorway and Aotea Quay so that we get a State Highway (motorway) and a mayor road (Aotea Quay) and a predominantly local road (Thorndon Quay).

We would be concerned if all three routes would be approved routes for HPVMs to the Port in particular.

Because our submission is about getting the most from the use of the road space, we express cautious interest in the concept of wireless carpark sensors, particularly if the system allows for 'dynamic pricing' and drivers paying for the actual time that they use and signs/apps showing parking availability.(Section 10, Our 10-year plan)

Nancys Stitch Studio would appreciate the opportunity to appear in support of this submission. Please contact Leslie Brown, email@ljbrown.net.nz or phone 021 527696.

Yours sincerely

Mary Self (Director)
Nancys Stitch Studio



Creative Capital Arts Trust

107 Cuba St
PO Box 6546, Marion Square
Wellington
Phone 831 0581

Creative Capital Arts Trust

Submission on the Wellington Council 10-Year Plan 2015

The Creative Capital Arts Trust (CCAT) is an umbrella organisation which was established in 2011 to facilitate the delivery of key arts events in Wellington and create a reliable resource for the emerging arts sector in Wellington.

CCAT aims to provide a professional and sustainable body delivering fresh and vibrant arts events supported by a variety of funders and engaging a wide range of audiences, including visitors to Wellington. The core objectives of CCAT are: To facilitate the delivery of arts events in Wellington which provide a platform for innovative new work and help to develop the skills of emerging artists; To create highly accessible and diverse arts festivals which help develop emerging audiences; and To facilitate events which encourage more people to participate in the arts.

The CCAT delivers the New Zealand Fringe Festival and CubaDupa.

We would like the opportunity to present on our submission to Council.

Do you support the broad approach taken in this plan of investing for growth, in addition to providing current levels of service?

We strongly support the Council's ambitions to invest for growth.

A more vibrant artistic and social environment is attractive to the sort of people Wellington needs to build its economy. There is also a virtuous cycle as more people and more activity means more support and participation in the arts. CCAT would like the opportunity to grow FRINGE, CUBADUPA and arts events that fit with its remit and will provide an economic benefit to the city.

FRINGE is generally considered a community event and is funded as such, but it is important to recognise its place in the ecosystem of arts events in Wellington and to understand that it feeds more polished events with talent that has been able to enter the events scene in a supportive environment, as well as helping them practice and refine their performance skills.

We support the approach of economic growth to the extent the arts are recognised as a crucial part of that growth and recognising that the current levels of support of emerging artists' events are maintained.

Should Wellington seek to remain the events capital of New Zealand?

We strongly support Wellington seeking to remain the events capital of New Zealand.

We believe we have proved through the success of the inaugural CUBADUPA festival and the enduring FRINGE festival that Wellingtonians have a strong appetite for participatory and accessible artistic events.

The "event" aspect of both festivals is important. Both in their success and as we seek to build their economic benefits. Globally such events are growing sources of attraction for out of town visitors as well as for locals to spend time in their own city rather than travelling. They also contribute to Wellington's brand as the Culture Capital and home to exciting and diverse artistic events.

Attracting and retaining the businesses and talent needed to support economic growth is dependent on providing a lively, diverse experience in the city. We need to keep challenging ourselves to deliver better events with more variety to ensure a consistent level of activity and celebration in the city.

Wellington's image has changed considerably since the 80's, when it was known as a city of bureaucrats and walkshorts. This reputational uplift has hugely gained from Wellingtonian's love of performing arts and the events; artistic and sporting; which have flourished here.

We believe that Wellington needs to ensure its place as the Events Capital of New Zealand by producing more events like CUBADUPA that are fresh, participatory and all about Wellington and Wellingtonians' proud sense of place.

What CCAT has seen over the last three years is a large growth in the numbers of people participating in FRINGE (on the stage and in the audience) and the overwhelming response from participants and the people to CUBADUPA.

We are also seeing a growing level of commercial support, engagement and interest including from Wellington's crucial tertiary education sector. Strong evidence that it is not just us who recognise the economic benefit of the events we oversee.

The board of the Creative Capital Arts Trust: Tim Brown (Chair), Miranda Clayton, Nick Simcock, Nigel Moody, Philippa Bowron

Antoinette Bliss

From: BUS: Long Term Plan
Subject: FW: Submission on Wellington City Council Long Term Plan

From: Michael Gore <michgore@gmail.com>
Date: 22 April 2015 8:25:27 pm NZST
To: <Marissa.Cairncross@wcc.govt.nz>
Subject: Submission on Wellington City Council Long Term Plan

Kia ora Marissa

I understand that the Johnsonville Community Association have arranged for an extension of due date for consultation on the Long Term Plan until today Wednesday 22 April and I thank you for this opportunity.

Although I broadly support Wellington City Council's assistance in providing Johnsonville sports clubs with improved club rooms and indoor sports facilities, I am opposed to Wellington City Council's \$1.45 million support of Phase 2 of the redevelopment of Alex Moore Park for the reason that I do not wish to see any further public recreational park space converted to car parking. I would welcome and support any revised plans for development of sports grounds and facilities that did not allow for loss of public recreational space to car parks.

Thank you and regards

Michael Gore
18 Birch St
Johnsonville
478 2675

Submission from Johnsonville Community Association Inc. (JCA) to the Wellington City Council Long Term Plan (LTP).

Submitter details:

Author: Graeme Sawyer
Organisation Johnsonville Community Association Inc. (JCA)
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E JCAinc2@gmail.com
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Date: 17 April 2015

The Johnsonville Community Association Inc. (JCA) would like to make an oral submission. Please liaise through our secretary, Maureen Sullivan at the above email address.

JCA has submitted the Johnsonville Community Ten Year Strategy (JC10YS) to WCC for inclusion as a part of the district plan, and WCC replied that the entire document (see http://johnson.myob.net/downloads/3373707/Johnsonville_strategic_plan+November+2014.pdf) was received and would be considered as a submission to the LTP. Please check that this has been done, and if not, kindly download the full plan and accept that as part of our submission.

Because the (JC10YS) was created as a community improvement strategy (and not a LTP submission), the document you are now reading constitutes JCAs primary submission to the LTP.

JCA is the sole Community Organisation representing all of Johnsonville and Raroa. All Johnsonville residents are members, and much of this submission is based on JCAs detailed and professionally conducted survey of every household in the suburb in 2014, where we asked residents what they wanted to see happen to improve Johnsonville over the coming decade. The response rate for that consultation process was excellent, and because it allowed submitters free reign to tell us what they wanted, it was in many ways a more “true” reflection of the will of Johnsonville populous than any process conducted in many decades (including LTP consultations).

B,A.U. or Growth?

We feel this choice offered in the draft LTP was insufficiently well supported by detail for us to endorse the approach overall. Without the provision of more detailed business cases, or meaningful cost benefit analysis, many of the cases made for “big ticket items” offered in the LTP – like the runway extension – do not add up, and we cannot offer our support for them.

As a suburb which has received severe underinvestment in infrastructure from WCC for many decades, we believe WCC should prioritise “essential” council services more highly and ensure these

things (footpaths, libraries, parks & recreation) receive an adequate share of WCC investment, so that all parts of Wellington have access to an equivalent level of service. We encourage this focus, rather than having WCC “dabble” into supporting economic growth in ways that are clearly very costly, and have little provable economic rationale. Wellingtonians have been asked to approve the growth agenda and entrust Councillors to make those decisions “later on” as that cost-benefit data becomes available, and past experiences (from Sesqui, to Moa Pont sewerage treatment plant, to Kilburnie indoor sports centre) show that it is unwise to trust the majority of WCC officials and Councillors to make the best business decisions on such matters, so we simply request that these decisions are deferred until compelling data is made available, and consultation be carried out then.

New Johnsonville Library JCA strongly supports WCC plans for a new Library; The present facility was rendered inadequate by growth in our nearby population over 20 years ago, as we are hugely supportive of its replacement with a modern and suitable Library.

Johnsonville infrastructure built by WCC (Keith Spry pool, Johnsonville community Centre) have a track record of being “under-specified” for the demands of the area, and its imminent growth. Population growth in the wider “catchment” for this proposed new facility is already far above that which would justify its creation, and very significantly larger than (say) Tawa or Karori libraries.

In addition, impending residential intensification here in Johnsonville will add an enormous “qualitative demand” for 21st century library services (due to lower socio-economic residents that will be attracted to the “lower spec.ed” housing that MDRA will offer, likely in overcrowded domestic conditions where children and university students do not have appropriate study space, etc. Consequently, JCA urges WCC not just to complete the new library, but to resist the temptation to “dumb it down” to save money, and instead make the Library it all it can be and more, thereby “future proofing” this aspect of areas social infrastructure for many decades to come. .

We request substantial and detailed consultation with the community on what a modern library can offer, and urge WCC to begin this process as soon as possible. Today’s modern libraries are utterly different from those of 40 years ago, and JCA is very concerned that if residents are not fully informed of what they should expect and aspire to, the opportunity to create the best possible, “future focussed” library facility may be lost.

Mitigation for lost reserve space; The library will be built in part on a significant sized (700 or so square metres) piece of reserve land on 2-4 Wanaka St, collectively 1086 square metres of the only “reserve” public land immediately adjacent to the town centre. Such greenspace is extremely scarce in Johnsonville, and Library Construction will also eliminate Johnsonville’s only “youth facility”, a half-court (in itself a disgracefully inadequate resource for our young people from such a large and growing population)

We note that the Johnsonville Town centre Plan (2008) called for creation of public space in central Johnsonville, and not only has *no attempt* been made to fulfil this commitment in the last 7 years, massive quantities of park land in central Johnsonville have been lost over the past year as new or improved social infrastructure has “cannibalised” over \$ 3.5 million worth of public greenspace (although its value as greenspace is beyond calculation). We urge WCC to make this and any other new infrastructural investment in Johnsonville without “cannibalising” our parks and reserves

(regardless of their legal status), and we strongly urge WCC to make budgetary provision for the purchase on additional land in central Johnsonville to replace this lost “reserve” land.

Retail Redevelopment Redevelopment of the Johnsonville mall has been inhibited by district plan changes which saw size limits imposed to “protect” the Wellington CBD from competition. Johnsonville's shopping infrastructure has become dilapidated as a result of this legal restriction. This bylaw has deprived Johnsonville (where commercial land is scarce, expensive and tightly held) of ‘normal’ renewal of commercial infrastructure, and driven businesses and retail activity north to Porirua, (leaving Johnsonville’s businesses significantly compromised, and the community badly under-served). Especially now that Johnsonville's dilapidated roading infrastructure is on the way to being upgraded, we encourage WCC to reverse those 2009 Plan changes, and allow businesses in Johnsonville to grow in proportion to the demand for them from the rapidly expanding northern suburbs.

Safer pedestrian Access & Improvements to Traffic Flow JCA support the Johnsonville Triangle roading upgrades, especially

- signalling the Moorefield Road entrance/exit to the Mall (heavily used by bus services)
- removing the poles from the North side pavement on Broderick Road between Dr Taylor Terrace and Philip Street

We urge additional investment in the Johnsonville triangle project, to ensure they are fully completed in the next three years (rather than being delayed indefinitely, which is the current plan), so ensure the full flow-on benefits of works now underway can be realised.

In terms of other wider transport and roading issues, JCA strongly supports:

- progressing the Spine Study recommendations for implementing Bus Rapid Transit including the need to improve the Basin Reserve congestion point.
- progressing the Petone to Grenada Link Road.
- The planned GWRC Transport Rates Review, as we expect that to reduce the excessive rates allocation borne by Wellington City residents.

Need for more Park 'n Ride Johnsonville’s ability to support high numbers of rail commuters has been severely compromised by recent reductions in Park’n’Ride. We urge full replacement of all recently disestablished park-n-ride spaces as a minimum, to alleviate the huge pressure on residential streets that parking demand have already created.

Cycle-ways We support significant additional investment in cycle-ways, and encourage WCC to focus on northern connections – Cycleways from CBD to Johnsonville, and from Johnsonville to the north. Constructing a trail through existing trails (such as connecting with Ara Tawa at Takapau station) offers a substantial cumulative advantages on the massive investment already sunk in Tawa, and would connect Tawa with Wellington via a safe cycleway.

Recreation Centre (indoor multi-sport facility) The ‘Allgate Report’ commissioned by WCC in 1998 was the last comprehensive effort to understand the needs of the area, and that research identified a strong need for indoor sports facilities in the Northern Suburbs. 17 years later, massive growth in and near Johnsonville has increased that demand substantially, and in that time \$ 55

million has been spent on the Kilburnie indoor sports facility, which (for northern suburbs residents) may as well be located on the moon for all the use it is to people in the Northern suburbs, for whom use of this facility is up to a 40km round trip by car through massive CBD congestion, with no direct public transport link.

There are no suitable indoor sports facilities either close or easily accessible to Johnsonville, or any neighbouring suburbs' residents, at all. There is ongoing and increasing demand for a large, multipurpose indoor space suitable for recreation or cultural events, either within Johnsonville or very nearby. Plans for a single court" on Alex Moore park (see our opposition to phase 2 of the "Sportsville" development on Alex Moore park, below) are insufficiently large to meet the demands of the area, and come at an unacceptable cost (in terms of loss of greenspace/parkland). We urge WCC to set aside \$ 10 million for a northern suburbs community sports hub, located within 1.5Km of the Johnsonville "Triangle".

Playgrounds, Youth facilities & Green Open Spaces Johnsonville is very poorly served with playgrounds, in quantity, quality and "age appropriateness" (especially for older children). While Johnsonville's population is denser and sports a much higher proportion of school-age kids, our greenspaces are less in size & number & less accessible than other comparable Wellington suburbs. JCA seeks a revision of "rules" for playgrounds to allow for more and better playgrounds to service the needs of "MDRA" dwellers of the future.

In particular, a Wheels park (for the use of Skaters, Skateboarders, etc.) represents the type of positive, challenging, creative and competitive recreational infrastructure that we are obliged to provide if we wish our young people to develop positively. This is needed with increasing urgency since Johnsonville's only youth facility has been decommissioned in advance of Library construction.

The Gilbert Young Play Area on Fraser Ave is earmarked for modernisation and "upgrade" in 2016 as part of the LTP, with an extremely modest budget of \$ 65,000. While welcome an upgrade as long overdue, this sum is completely inadequate, and around \$ 250 000 is requested to provide appropriate play facilities and landscaping improvements on this park. Consider the following:

- The Gilbert Young Play area is the only playground in Wellington to be completely surrounded by MDRA zoned residential land. This means that, if intensification succeeds, the park will soon be surrounded by many, many hundreds of additional children, mostly of low socio-economic standing, living in dwellings with typically zero private outdoor space. The need for provision of adequate public playgrounds is therefore exponentially higher for this site than any other in Wellington, so we request WCC make provision for extra resources to equip it appropriately.
- Close proximity of this park to Raroa and Onslow schools and to rail and cycleways make it highly accessible and potentially attractive to a large number of "out of zone" children IF it can provide appropriate play options.
- This is Johnsonville's largest playground of its type, and the last to be upgraded. Upgrades of the other three have significantly "lowered" the average age of children to whom they appeal, leaving a total absence of any 'age appropriate" play facilities for older children & young adults older than about age 8 in Johnsonville
- While large, the park has significant drainage problems in Winter which need addressing.

- Its size, aspect and topography confer and enormous potential for alternate applications (such as skating) as well as landscaping

Establishment of a Community Board JCA and other Northern Ward residents groups are well advanced towards establishing a “Community of Interest” (a term with relevance to the Local Government Commission), in the northern suburbs (south of Tawa). This Community of Interest will encompass an area which will likely extend to from Johnsonville to Newlands, Glenside, Woodridge and Grenada Village.

Should the current local Body Amalgamation proposal currently before the LGC fail (which seems likely), WCC should expect JCA and other bodies in the northern suburbs to apply to WCC for the establishment of a Community Board to cover the same geographical area, by early 2016. This advice is hereby given to encourage WCC to make whatever budgetary provisions may be required for the establishment and maintenance of this new community board over the coming decade.

Alex Moore Park **The people of Johnsonville oppose the tabled proposal for WCC to fund ANY further contribution to Alex Moore Park Sport and Community Project and Sports Field Development (completion of stage 2 in 2018), including The Council’s contribution is \$1.45 million**

We offer the following detailed rationale for this position;

The proposal to “develop” Alex Moore Park fails to comply with aspects of the Johnsonville Community Ten Year Strategy, because the “community good” aspects of the development comes at the sacrifice of an unacceptable amount of public park – flat “playable” space – that need not be sacrificed AND SHOULD NOT BE SACRIFICED. This is the carefully considered position of JCA, and we are unanimous in support of that position.

This position should be viewed from the perspective of MDRA for Johnsonville, where **WCC has made NO provision to mitigate the effects of intensification on J/ville at all, in terms of additional greenspace, playgrounds and sportsfeilds.** To the contrary, AMP development (stage 1), Keith Spry Pool extension and the proposed new Library have ALL cannibalised Johnsonville’s greenspace, playgrounds and sportsfeilds to a very significant extent, and WE OPPOSE ANY FURTHER SUCH LOSS OF GREENSPACE IN CENTRAL JOHNSONVILLE FOR ANY REASON.

Our suburb effectively provides sportsfeilds for a population catchment well over twice the size of Johnsonville’s population of 10,237, and people from Churton Park, Glenside, Newlands, Paparangi, Woodridge, and Grenada Village and Khandallah all use Johnsonville’s sportsfeilds as a “home pitch”, principally Alex Moore park but also Raroa Park. The available playing field space is already insufficient for children’s weekend sports fixtures, with children forced to play “away” rather than at home because there is insufficient playing fields space in Johnsonville.

There is also strong demand and need for a community playground for “older kids”, and co-locating this on the most visible and safe segment of Alex Moore Park (a location most

compliant with the terms of the Northern Reserves Management Plan) will become all but impossible if further land is removed my more car parking as per “Phase 2”.

We oppose the proposed \$ 1.45 Million contribution to the sportsville complex, because the benefit it offers Johnsonville residents is both insufficient for our high and growing needs, and unjustifiable in terms of the associated loss of sportsfeild space “playable” space, and greenspace on Alex Moore Park.

The single indoor ‘court” provided by the proposal is massively inadequate for what is required for Johnsonville (see comments on the need for larger indoor facilities above) , and “phase 2” represents a very poor solution to the suburbs’ indoor sports facility needs. It has been said by its supporters, (who agree that Johnsonville is severely lacking in indoor sports facilities) that “something is better than nothing”, but JCA disagrees; the elimination of significant further flat “playable” space for still more new car parking (despite the park being located adjacent to the second biggest public transport hub outside the CBD) cannot be justified. The people of Johnsonville simply do not accept that further additional sacrifice, in order to maximise ‘convenience” for those who choose to drive private motor vehicles rather than walking, cycling or using Johnsonville’s abundant public transport, is unacceptable.

WCC does not provide parking spaces “as of right” for residents on their own street – so why should it provide 44 more than the carparks (on top of the 75 already created!) **on our park, most of which** will sit utterly empty for all but two or three hours per week?? THIS IS MADNESS!

The addition of the All-Weather turf at Alex Moore Park has extended the usability of the park, largely thanks to the addition of floodlighting which allows one field to be used in winter evenings. Floodlighting alone could have been provided for much more of the park for far less cost than the all-weather turf, but the all-weather surface has certainly increased use of that space, although it must be added that this has resulted in considerably reduced use of other fields, so the net increase of use of the park overall is much reduced.

The claim that the new turf has added “an additional 24,000 activity hours to Johnsonville” is, we consider, ridiculous. We certainly accept that there are benefits to Johnsonville from the new all-weather turf, but we do not accept that these benefits are in any way connected to the proposed new clubroom building proposed for 100m away from the “turf”. The (exaggerated) benefits of a new artificial turf are exceeded by the opportunity cost to the Johnsonville community of the massive loss of flat playable sportsfeild, in favour of a massive carpark.

There has been further downside to this new artificial turf to the community which needs to be articulated. There has been significant loss of “affordable” sports ground to sports such as junior softball; the all-weather pitch provides no benefit and even some disadvantage to junior softballers, and at the same time costs the club (through their fee-paying parents) many thousands of dollars a year in higher rental charges, all for a facility that offers them

no benefit at all, and actually has *less* amenity value for their sport than the grass it replaced. (We are happy to detail this further if required).

Alex Moore Park is a jewel in Johnsonville's crown: A precious and valuable outdoor recreational space, to be treasured, used and appreciated by our ten thousand (and growing) residents, and many more besides. That jewel is dishonoured by building car parks on what should remain flat green grass; playable space whose value to the community will increase exponentially as "MDRA" (and resulting residential intensification) in adjoining neighbourhoods will add **many thousands** more population in new dwellings, most of them without any private outside ground-floor space whatsoever.

District plan Change 72 gave Johnsonville MDRA status, but (despite objections of local residents) it made NO provision for the necessary remediation of the effects of that residential intensification. That needs to change. There has been some investment in recreational infrastructure over the past year and more promised soon, but such investment must not be made to the detriment of ever more of Johnsonville's precious (and now very scarce) open space. Recent examples to illustrate include:

- Keith Spry Pool extension construction eliminates the landscaped greenspace a children's playgrounds: **300 square metres of prime kiddies play-space lost.**
- AMP Turf eliminates a huge tract of flat playable grass: **3000 square metres of playing field lost**
- Proposed new library; **Johnsonville's only "youth facility" already lost, with no replacement proposed. 700 square metres gone.**
- The new AMP Clubrooms *plus associated 44 carparks* will eliminate **a further 2000 square metres of otherwise "playable" space WILL GO.**

Land in nearby Philip Street is valued at around \$ 500 per square metre by proponents of the new sports clubrooms & car-park, and so using this same land value, the 2000 square metres of land lost to the proposed new (AMP Development Stage 2) carpark will "take out" greenspace worth \$ 1 Million. This rapidly disappearing public greenspace is beyond monetary value to the people of Johnsonville,

This comes atop a *further* loss of \$2.5 million worth of central Johnsonville park land from other "developments (All-weather turf carpark, \$ 1.5 mil, Keith pry pool expansion \$ 300K, New Library \$ 700K), so the loss to the community –now, and for generations to come – of a total of \$3.5 Million worth of usable, playable, public park land is far more than the community of Johnsonville is prepared to accept.

We do want additional facilities to compensate for decades of under-investment in our suburb, and to mitigate the effects of the intensification that is being thrust upon us (so Wellington may grow up, not out, while "leafier" suburbs with "more character" remain undisturbed). But it is not right and it is not fair that the people of Johnsonville "pay through the nose" for those facilities, through the loss of their rare and precious 'high amenity value' spaces that these green park spaces represent.

JCA, has been confounded by AMPDB and WCC officials' refusal to consider alternative parking proposals, presented by JCA for on-street angle parking along Banister Ave. This proposal – one of many possible streetside parking alternatives - was, and remains, cost-effective, practically viable, and acceptably safe, while allowing the entire “flat space” on the western side of Alex Moore arks top field to revert to grass (or a children’s playground), as it should be allowed to be. We find it impossible to reconcile this state of affairs with suggestions that the “development” of Alex Moore Park was appropriately consulted on, and that “Phase 2” enjoys the unqualified and unanimous support of the community. Far from it.

AMPDBBoard is made up of representatives of five sports clubs, and JCA members are also members of those clubs. We are aware that this support within these clubs is far from unanimous, and that many members of those clubs share our opposition to conversion of sports ground to car-parking.

While undoubtedly a ‘nice to have” in terms of a community facility, the future utility of proposed new sports clubrooms for junior sports club members has also been grossly overstated by the developments proponents: In truth, the *existing* softball & Football clubrooms (at 50 Philip St.) are primarily used for equipment storage and after-match “socialising” by a relative minority of adult club members (The bar is open from 2:30 pm on Saturdays, and is very well used into the night). While that social aspect is undoubtedly a wonderful thing for those senior members to enjoy, and an excellent adjunct to their healthy sporting endeavour, it is questionable whether this is a valid use of WCC funding that could be better used to fund a larger indoor sports facility that might provide the “critical mass” for utility as an indoor sports facility for the northern suburbs. It is certainly not appropriate to lay waste to playing fields in favour of car parks to support that (non “sporting”) social interaction.

Neither does the utility and cost effectiveness of the proposed clubroom complex stack up. Several years ago a clubroom complex of a certain specification level was consulted on. Since then, that specification has reduced dramatically and the price of delivering this ‘lower spec.ed’ building has escalated. AMPDB simply does not have a workable “business model” to build and run the complex successfully (ie, at a “profit”), and without the full support of the community, this is unlikely to change. Johnsonville now has a number sports clubs which are debt free with money in the bank, but there is a probability that if phase 2 continues, those clubs could be left with no assets and significant debt.

The Johnsonville community is disappointed in the reluctance of the AMPDBBoard to address the serious matter of loss of greenspace, and that ongoing failure to engage and discuss requests that alternatives to sacrificing flat “playable” space, for car parking is a great concern. WCC may care to accept some responsibility here, because despite WCC officials being aware of strong opposition to this sacrifice of playing fields for carparks from the wider community, the resource consent application for the park development in 2013 (a single consent for a wide range of works intended to be carried out over many years – in itself questionable) failed to “notify” the community at large on the consent proposal at all. Organisations like JCA who had publicly voiced concern were thereby deliberately excluded from participating in the “due process” (The only parties “notified” were sports clubs that

constitute the AMPDB (!!) - and a very few neighbours whose concerns were primarily over traffic & car parking issue, and therefore supportive of the application).

Since consent was granted in late 2013, WCC has significantly breached the conditions of the consent (in its failure to plant locally sourced species), and amendments to the original consent (regarding commercial activity on the site) have not been publicly notified as we believe they should have been. JCA find this disregard of consent conditions unacceptable, and the lack of engagement on material issues with the community on the use of 'our' park inappropriate.

After all this, the AMPDB have stated publicly in their submission to the LTP that *"This community is incredibly supportive of this building project. That position is reflected by the finding that, in nearly 10 years of formulation, the only negative raised (outside of the volunteer time involved) has been the loss of a small area of grassed space on the park for the provision of a carpark"*. **This statement is manifestly a deliberate untruth.**

Rather than *"a carpark"*, there are now the sum total of about 75 carparks, built last year entirely on the Middle field of Alex More Park, (20 more than the 55 that were consented for that space), and another 44 carparks are consented for the top field, to be constructed when the new clubrooms are built. To under-state the loss of a massive 5000 square metres of land - \$2.5 million dollars' worth of precious, flat, playable greenspace in such a way as this is not only insulting to the intelligence of Johnsonville residents, it is grossly disrespectful to the memory of Alexander Augustus (Alex) Moore and all his family did to make Johnsonville the suburb we love.

Community opinion on this matter is overwhelmingly supportive of our position that putting even more carparks on AMP cannot be justified – the problem here is that those voices have not been listened to, and continue to be stifled by leaders of those sports clubs. We encourage WCC to use the \$1.45 million to purchase new land to compensate for the playing field lost to the carpark built in 2014 (part of "Phase 1'), and to budget appropriately for an appropriately sized (ie, very much larger) indoor sports complex, one more appropriate for the demands of the northern suburbs, on a dedicated "new" site elsewhere in Johnsonville that does not eliminate such a substantial amount of highly used recreational space.

JCA would not oppose a smaller complex on the same site, or indeed the one currently proposed, but only if the parking situation can be resolved (without elimination playable park space) and the economic viability of the proposal can be proven to a high level of confidence.



Johnsonville Community Strategy 2014-2023

A 20 Point plan to revitalise the greater Johnsonville area over the next decade & prepare for the demands of future growth.



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Executive Summary

This document outlines a strategic plan covering the community development of Johnsonville & Raroa over the next ten years.

Residents' associations sometimes struggle to achieve sustainable outcomes for their communities due to a lack of direction, understanding or communication between the community, residents' association and local authorities. What achievements are made often come from agitation and lobbying, rather than *bona fide* community development work.

In developing this Strategic Plan, the JCA has adopted the 'Newlands Model', whereby wide, independent community consultation was employed to identify the key projects of importance to the Johnsonville community. Having been devised, executed, completed and then further refined over 13 years, this successful model for creating and managing community strategies is well accepted across New Zealand, and is delivered in the Wellington Area by Resilience NZ under contract to the Federation of Wellington Progressive and Residents' Associations (FWPRA).

Government, business and funders all demand a high degree of evidence before resources will be directed into a project. With this in mind, the JCA consulted with the Johnsonville community thorough a survey of all the households in Johnsonville and Raroa. The survey forms were delivered, and data received and processed, independently from JCA by specialist commercial operators. The survey results captured residents' suggestions on what they would like to see happen over the next ten years. The survey data was robustly analysed and a 'Top Twenty' list of projects resulted. These projects were then quantified using a cost/benefit metric to ensure they were valid, appropriate and worthwhile.

The Strategic Plan envisages that all the projects are undertaken to a high standard, with the burden spread evenly across many people, and it has a structure that sees four 'Project Champions' assisted by a 'Mentor' oversee the four project portfolios (Built Environment, Services, Recreation/Culture, Strategic). These Project Champions will meet regularly and support the people managing each of the 20 projects (Project Leaders). The JCA Executive Committee will adopt a governance role and will liaise with Volunteer Wellington and funding bodies.

Each project has been developed to follow community development best-practice. This includes a focus on utilising social capital, engaging volunteers, using existing community resources and organisations, adopting a future focus, restoring natural capital and prioritising sustainability. The outcome will be a healthier, more socially active, community whose individuals participate more in local democracy, volunteering outside the home, and take responsibility for shared community outcomes.

Ultimately this venture will enhance the sense of place that Johnsonville residents experience, will improve the JCA's standing within the community, and will instil a sense of pride amongst all the people who live in the area because they – the community – have acted to improve their lot.

Introduction

Before embarking on a ten-year journey, with all the work that this entails, it is beneficial to understand the place of the Johnsonville Community Association Inc. (JCA), both in the community and wider societal contexts, and to have a clear idea as to where we are all headed together.

Johnsonville is a major suburb of Wellington City with a strong community spirit. In addition, Johnsonville is also recognised as a “sub-regional centre” being the largest services hub outside the CBD, with residents of other North Wellington communities visiting daily, many of whom stand to share the benefits of this plan’s success. Consequently, JCA aims to include the input and opinion of neighbouring communities (and their respective residents associations) wherever possible and appropriate.

Purposes and Activities of Residents’ Associations

- Promoting the interest of local people
- Undertaking work to improve or protect community environment
- Promote the interests of a demographic
- Civil society (countering State activities)
- As a platform for political engagement
- Protecting/promoting a sense of place
- Maintaining transparency and accountability
- Providing Community/ local knowledge

This ten-year strategy is a key document which will guide the organisation toward establishing a strong mandate to act for, and on behalf of, the greater Johnsonville community.

Background

The best guess estimate is that there are around 1,500 residents’ associations in this country¹, each with an independent vision and varying levels of skill and resources.

Overall they represent a sector that is well-regarded amongst elected Council representatives who view them as very important to society in general and democracy in particular². One would also expect that the residents themselves feel such groups are important, for there is evidence that in times of need the community will draw together with their local residents’ association³.

Residents’ associations are a mystery to many people. Largely undefined, their purpose in New Zealand society ranges from single issue campaigns (e.g. the Wellingtons Basin Reserve flyover) to focused internal community development; from advocacy to charity.

Because the concept of a residents’ association is so broad and ill-defined, the first challenge for any such group is to create for itself a point of difference. This could be in the form of a set of ideals and values, a brand, a physical presence, community activities, or a mixture of the above.

“We must become bigger than we have been: more courageous, greater in spirit, larger in outlook. We must become members of a new race, overcoming petty prejudice, owing our ultimate allegiance not to nations but to our fellow men within the human community. *Haile Selassie*”

¹ Source: National Residents Association Database www.residents.org.nz.

² MacLeod et al., (2010), *National Survey of Elected Local Government Officials*. Published online at www.councilwatch.org.nz.

³ Hasse, J. C., (2001), *Stakeholder Perceptions Of Tourism Development In Marahau/New Zealand: A Role For Participatory Approaches And GIS*, Thesis, Victoria University of Wellington, Wellington: New Zealand.

The Newlands Exemplar:

In 2001, Newlands Paparangi Progressive Association (NPPA) ran a survey to find out what residents wanted in their area⁴. This formed the basis for the “Newlands Model”, and the foundation for JCA’s strategy template, to help develop Johnsonville into the best possible place to live.

There are many local improvements emerged (at least in part) from Newlands’ first 10 year plan, – including the new skateboard park, several children’s playgrounds, a heritage walkway, bus shelters at all stops where possible, and the \$3M Newlands Community Centre. Considering the relative size of the communities affected, Newlands has achieved enormously, and disproportionately to its size, especially when compared to Johnsonville, which has not fared so well over recent years, despite a larger and strongly growing population, and re-zoning to encourage substantial re-development & future residential intensification.

Power and Responsibility: Towards establishing a Mandate

The constitution of the JCA is broad in its purposes, of which there are three:

- I. To promote, develop and improve the services and facilities for the District’s residents;
- II. To represent the District’s residents’ views to the appropriate authorities, and;
- III. To undertake such social and fundraising activities as the Association may consider desirable.

According to the constitution the JCA has tasked itself with a community development role alongside one of advocacy. Whilst the organisation currently fulfils its constitutional objectives very well, we want to strengthen our current mandate and define it more clearly.

JCA has been very active in recent years representing our community including, at times, adopting positions that are at odds with WCC policy. But, having maintained a level of contact with the community at large on those issues, all have been reassured that JCA is indeed representing the community’s interests faithfully.

However, as the activities and influence of the JCA diversifies over time, establishing and proving that mandate on an ongoing basis (under the ongoing stress of volunteer labour & almost ‘nil’ budget) becomes increasingly difficult. Yet just leaving that mandate “to chance” is not good enough: There is a clear and present danger that – without a *clearly defined* mandate – the JCA might enter into a battle of wills with a government agency or local authority and the community will not rally to support.

The JCA recognises and promotes community engagement. The Community Survey and this 10 year Strategy provide the practical guidance from the community for a more comprehensive promotion of the issues proven to be important to the Johnsonville community.

Having a strategic plan that consists of a number of long-term projects is an excellent way to engage with the community, and maintain the profile of all projects. Such engagement leads to a high level of recognition and appreciation, which in turn provides the JCA with an ongoing and clear mandate from the community.

Community Projects

Projects or activities that engage the community have a number of important benefits:

1. Providing a common vision for like-minded people to come together;
2. Providing a needed facility or service for the common good;
3. Providing an 'excuse' to use networks and contacts, and to bring people and organisations on-board;
4. Creating social capital;
5. Building community resilience.

Each community project should be assessed on the factors above to estimate the level of contribution to community development before any thought is given to cost or resourcing. To enable a strong community development programme to flourish, it is important to start with projects that have a high level of contribution before considering financial or other external implications. This is because community projects depend upon a number of goodwill factors: volunteer time, donations of equipment, people's intellectual property, high levels of social capital, and so on.

Whilst it might be tempting to choose a 'less expensive' project over one that costs a lot of money, it is important to consider that the financially expensive route might also deliver greater community benefits both in the development and execution of the project.

Development Process for the Johnsonville Community 10 Year Strategy

Surveying

The first step in the process was to establish a list of goals and aspirations of the people who live in the community. JCA achieved this by distributing a survey instrument to every household in Johnsonville and Raroa. The survey and its purpose were promoted through school newsletters and extensive community networks, reported in the media and advertised. All Johnsonville residents, businesses and groups were encouraged to complete the survey in order to inform the Johnsonville Community 10 Year Strategy. The survey instrument included a brief outline of the project and reasons to participate along with contact details of JCA if people wanted to seek further information. It asked four questions which remain core to the "Newlands model", and the answer to these four were intended to inform the 10 year Plan;

1. Name up to three things you think should be built in the area
2. Name up to three services you think should be provided in the area
3. What recreational facilities should the greater Johnsonville area have?
4. What else would you like to happen in the area in the next 10 years?

One further question included in the JCA survey was intended to give further direction to JCA's advocacy efforts on behalf of the Johnsonville Community;

5. What would you like JCA to advocate the Council for on your behalf?

Three final questions enquired as to residents' shopping behaviour and preferences, in order to help fill an apparent gap in policy analysis on Johnsonville's commercial development bylaws changes of 2009. These new bylaws had the immediate effect of halting immediate Mall redevelopment plans (which have remained stalled ever since), and extinguishing plans for a new cinema redevelopment entirely. While not intended to form a part of the 10 year strategy *per se*, the answer to these questions were considered essential background data to aspects of the strategy;

6. Approximately how many times did you shop in any of these places during the last month (excluding buying your lunch while at work)?
7. If you can't find what you want in Johnsonville, where is your next preferred shopping destination?
8. Where do you work?

Residents had three weeks to make a submission either by posting the form, dropping it off in a collection box in the Community Centre, scanning and emailing their response, or completing it online.

Analysis

Each suggestion was recorded when it arrived (total 712) and then categorised into broad groups (total 62). A list of these basic projects was provided to a panel of five people, including WCCs most senior ranking local representative, all domiciled within Johnsonville. A raw score was apportioned to each suggestion by multiplying the number of times it was suggested in the survey by the number of votes received from the panel. The Panellists reviewed the top-ranking suggestions, discounted those which failed the criteria for inclusion, and each panellist voted for their top twenty picks,

The list was further refined using the following rules:

- a. if it was not constitutionally able to be undertaken by the JCA then it was vetoed from the list;
- b. if the item already existed, or was due to happen within the next year (e.g. pool upgrade) then it was vetoed from the list;
- c. if the item was obviously unachievable or highly undesirable to the community then it was vetoed from the list;
- d. if the item was a priority for the JCA or a special project that would be led by an JCA committee member then it was given prominence;
- e. If the item fitted into 'business as usual' for the JCA (such as ongoing road repairs) then it was vetoed from the list.

The final list was distributed among the members of the JCA committee as a final check, however there were no further changes made (Appendix A).

Development

Further work was undertaken to bring the Top Twenty list into an acceptable state of preparedness for project management; this involved applying a metric to each individual project to ascertain the benefits it would bring to the community and the cost the community would need to bear in return (Appendix B). The result of this is a quantification of the community's desires expressed as a cost/benefit ratio (Appendix C).

"The highest manifestation of life consists in this: that a being governs its own actions. A thing which is always subject to the direction of another is somewhat of a dead thing."

St. Thomas Aquinas

Implementation

In community development the 'how' is equally as – if not more – important than the 'what'. In recognition of this a structure was created that took into account the realities of community projects. In particular the following considerations were taken into account:

- a. Financial resources are not guaranteed → Focus should be placed on social capital
- b. Human resources are untrained but enthusiastic → Focus must be on volunteer management
- c. Time is plentiful but community support is vital → Focus must be on achieving milestones
- d. Sense of community is dwarfed by other pressures → Focus needs to be on communication

Taking the above into account, a structure has been developed that maximises the potential of human capital, follows best-practice principals of volunteerism, is set up to achieve small successes quickly and regularly, and utilises the power of networking of communities (Appendix D).

The structure begins with a classic governance/operational split whereby the JCA committee devolves responsibility for the management of projects to a small team of 'Project Champions'. Each Project Champion manages a portfolio of five projects, divided into the following categories:

- i. Built Environment
- ii. Services
- iii. Recreation & Culture
- iv. Strategic

The Project Champion Team (PCT) also includes a Mentor whose role is to support and assist the Champions in their role. In return, the Champions support and assist the people undertaking the projects. In this way the pressures and responsibilities are shared across a broad number of individuals so no one person will be required to bear a significant burden of responsibility or commit large amounts of time.

Building redundancy into the structure will require a larger-than-usual amount of human resources, but human resource is something a community has plenty of in the form of volunteers. To assist with this the JCA will form a partnership with Volunteer Wellington. Volunteer Wellington will provide essential advice on the use of volunteers over the 20 projects and in addition will act as the JCA's vetting and referral service.

Having a large number of people all contributing a small amount of time means an exponentially larger network is formed. This network is the basis of accessing social capital: a quicker, more sustainable and more responsible way of achieving community outcomes than the direct use of financial capital.

The outcome of this process is a community that is better networked, accesses greater levels of social capital, is both economically and socially better off, and ultimately has a greater level of sustainability. This strategy will not only see benefits for current residents, but long-term benefits for their children and grandchildren and Wellington Region as a whole.

Projects for Johnsonville

Mission

The JCA aims to inspire and motivate local residents to act locally, and in the process improve the way of life in their community, create a sustainable future, live responsibly and enjoy the benefits of residing in one of the most progressive areas of the Wellington Region.

Johnsonville as a "sub-regional centre", it is unique in its interrelatedness with many other bordering communities, many of whom stand to share the benefits of this strategies success. Consequently, JCA aims to include the input and opinion of neighbouring communities (and their respective residents associations) wherever possible and appropriate.

Top Twenty List

The 'Top Twenty List' concept is both simple to grasp and manageable. Twenty projects in ten years can be easily achieved by a whole community if the right management processes are put in place. This number can be broken down into smaller chunks (portfolios) and divided up amongst enthusiastic community leaders (Project Champions).

The JCA has undertaken a robust process to identify and select projects that will improve the lives of everyone in the community in some way or other, that can be used as the basis for community development work, and that are achievable either by the community or in partnership with central or local government.

Project Management

Community projects are managed differently from those in business for a number of reasons. These include the reduced emphasis on financial capital, use of volunteer labour, no shareholders but a large group of stakeholders, and a radically different market environment.

Thus, community project management must take these and many more factors into account. In this case, the proposed method involves a clear governance/operational split with a project team reporting to the JCA Committee on a month-by-month basis.

As noted above, the project team consists of four Project Champions (one for each portfolio: Built Environment, Services, Recreation and Culture, Strategic) and a Mentor. The Champions are responsible for five projects each, and will focus on achieving milestones for each project as per an agreed strategic timeline.

The Mentor will focus on the coordination of the Project Champions, provide advice, administrative assistance and moral support, help with reporting to the JCA Committee, and source necessary resources.

Each of the 20 projects will have a Project Manager – a keen volunteer who lives in the community, who is willing to ‘own’ the project. Some projects require only a watching brief, some are quite complex and costly. Each of the projects will have their own timeline: not all will be started or finished at the same time. Therefore resources – especially volunteers – can be apportioned in a sustainable manner.

The JCA Committee will report back to the community at least once a year (at their AGM) and at any other time that a significant milestone is achieved. A regular monthly progress report for current projects will be made available via the www.JohnsonvilleCA.co.nz website. Projects with Project Leaders already in place (and therefore ready to begin development immediately) include: Improvements to Traffic Flow; Integrated Public Transport; More & Better Playgrounds; Wheels park; and Establishing a Community Board.

The framework that will be used in the strategy is called the Viable Systems Model (Appendix F). Using this enables the JCA to more easily manage the projects on a scaled (recursive) basis. In other words rather than requiring a complete overview of the entire system, each layer (Governance – JCA, Planning – Project Champions Team, Operations – Project Leaders) exists and operates within its own system, mimicking the systems above and below it and ensuring that at all levels the proper processes are being carried out to attain success.

Acknowledgements

The Johnsonville Strategic Plan is the product of over two years planning and execution from a team of people from the Johnsonville Community Association Inc. (JCA), and with the close support of Fiona Bain and Jared Coburn from NPPA and Resilience NZ.

This Strategic plan is modelled on that developed by Jarrod Coburn for NPPA. Jarrod has been involved with Newlands Community & Residents Groups since his time as a Senior Community Advisor at Wellington City Council in 2006, and began working with JCA soon after its inception in 2008. Jarrod has completed a thesis in Management defining residents associations, and speaks internationally on issues of community resilience. He balances his time between local community activities, serving as a Trustee on the Draco Foundation Charitable Trust, and as a Director of a risk and management consultancy business.

Special thanks are due to the JCA Committee, particularly to Project Champions: Deb Player, Tony Randle, Graeme Sawyer and Maureen Sullivan, to Johnsonville businesses: Johnsonville Crash Repairs, AutoStop and MBS Copy Centre group for their generous sponsorship of this project and its Production.

Johnsonville Community Association Ten Year Strategy

Thanks also go to the people of Johnsonville and Raroa for the ideas & vision upon which this strategy is so firmly grounded, and particular heartfelt thanks goes to Jim Candiliotis for his unerring guidance and support over many years.

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JCA meets monthly, usually on the last Wednesday of each month (except for December and January) - Check website for changes. ALL JOHNSONVILLE RESIDENTS ARE MEMBERS of JCA BY RIGHT & ARE WELCOME TO ATTEND.

JCA is a registered Charity, so donations are tax deductible.



Jesse Abolins – Johnsonville resident and NZ Skater of the year 2013

Appendix A: Project List

Built Portfolio

New Library (1) In the decades since the Johnsonville Library was built and became Wellington’s most used, population growth in the expanded catchment for this facility has far exceeded its capacity. Similarly, impending residential intensification will add an enormous “qualitative demand” for 21st century library services, and these forces combine to create an overwhelming demand for a substantial, world-class Library facility as a physical and cultural centrepiece for the Northern Suburbs’ communities.

Redeveloped or New Shopping Mall (2) Survey results indicated that better retail options, and particularly a new mall, was the highest priority of all for the Johnsonville community. Other research had revealed interesting facts that relate directly to issues that have prevented commercial redevelopment in recent years, and we believe they highlight significant opportunities to gather many disparate stakeholders (central and local government agencies, Johnsonville retailers, and a number of national & international operators) around the table to explore imaginative new solutions to this recalcitrant problem.

Create Public Greenspace in Central Johnsonville. (3) Quality open public space is at the essence of a community centre, and it is unimaginable that the lack of such within the Johnsonville Triangle can continue. We shall work with WCC and land-owners to explore imaginative solutions to this problem

Safer pedestrian Access & Improvements to Traffic Flow (4) Now that a major upgrade of the Johnsonville Triangle is approved, much new “raw material” will soon exist on which to base solutions to these long-standing problems. But much remains to be done to fix Johnsonville’s Traffic woes. Wellington prides itself as being a “walkable city” and so JCA aims to encourage minimum standards and for Johnsonville pedestrian access to be raised to standards consistent with the objectives of WCC. In both these transport modes, we will continue to engage with WCC, NZTA and commercial operators to ensure all are “rowing in the same direction” toward integrated, locally focussed solutions .

Cinema (5) A Cinema is seen by many as critical for leveraging a variety of synergistic entertainment options in Johnsonville, and with a rapidly expanding local market the demand for a boutique local theatre is set to expand significantly. With a newfound focus on shared facilities, and at least two major new public facilities on the way, the possibilities for novel approaches for achieving this objective are numerous, and exciting.

Services Portfolio

Undergrounding of all Utilities (including Cabling & UFB) (6) As intensification takes effect, urban Johnsonville will become more highly built-up, and airspace will become more highly valued, and more key to our wellbeing. JCA will work with WCC and utilities companies to accelerate the “aerial de-cluttering”, and preserve “airspace” for sunshine and tree canopies.

Integrated Public Transport (7) Many of Johnsonville’s traffic and parking issues can be traced to a public transport framework that does not work well enough to encourage greater usage. This project will enable Johnsonville commuters get to work easier, faster and cheaper than driving.

A key element of our PT service is the integrated, off-street train and bus hub in central Johnsonville that provides an excellent node at which residents can board, switch or leave PT, and carry out their daily shopping nearby. Johnsonville residents value this hub highly, and most consider it central, and critical, to other aspects of this Strategy (e.g., a town centre, integrated transport, etc.).

Enhanced Park ‘n Ride services (8) Johnsonville’s position at the end of a commuter rail line, and amongst a major shopping centre, places unique demands on commuter parking which manifests on our residential streets. Yet high population density, wider roads, and approaching residential intensification will soon place higher demands on those streets. Radical and innovative Park-n-ride solutions are required if we are to maintain the liveability of Johnsonville, and avoid the perverse effect of driving commuters away from Public Transport altogether.

More responsive street maintenance services (9) Significant numbers of survey respondents expressed dissatisfaction with the provision of basic horizontal infrastructure services. We will work first with our residents to ensure that issue reporting is prompt and appropriately directed, and if issues still remain we will engage with WCC and (if necessary) Contractors to ensure customer expectations are appropriate, service delivery levels are realistic, and responses are too.

Improved & Enhanced Services for Senior Citizens & Youth (10) Demand is high for improved services for older citizens, and JCA will seek funding for an older persons services coordinator based out of the Johnsonville Community Centre. Always a family suburb, recent census data confirms a “bulge” of primary age children is nearly here, and will become “permanent” as a result of MDRA. Our survey confirms a very strong feeling that “there is nothing to do” for youngsters in Johnsonville. We plan a comprehensive strategy to ask them how that is best solved, and help them to achieve that solution.

Recreation & Culture Portfolio

Improve recreational Cycle-way (11) With challenging geography and climate, Johnsonville could struggle to encourage recreational cycling economically unless it integrates with existing trail investments, thereby leveraging extra benefits from the sunk costs. Constructing a trail through existing trails (such as connecting with Ara Tawa at Takapau station) offers a substantial cumulative advantages. Other new trail options to improve non-highway access south to the CBD will also be explored, as will as new walking /cycling trail through reserve land from McIntock St to Broadmeadows.

Recreation Centre (indoor facility) (12) The ‘Allgate Report’ commissioned by WCC in 1998 identified a strong need for indoor sports facilities in the Northern Suburbs, and while there has been some progress on this in Tawa, there are no suitable facilities either close or accessible to Johnsonville residents at all yet. There is ongoing and increasing demand for a large, multipurpose indoor space suitable for recreation or cultural events, either within Johnsonville or very close nearby.

More and Better Playgrounds & Green Open Spaces for all ages. (13) We will aim to follow the principals laid out in the Northern Growth Management Strategy. Because Johnsonville’s population is denser, and its available greenspaces is less, as well as less accessible, than other suburbs, we will seek to ensure that quantity is expanded where possible, and quality is maximised in ways that are commensurate with the particular demands that Johnsonville presents.

Upgrade Alex Moore Park Facilities (14) As demand for recreational space rises, this park remains the premier jewel in Johnsonville’s recreational crown. As pressures on these fields rises (for playgrounds, parking, clubrooms and re-vegetation, etc.), we will undertake to work with all stakeholders to preserve its value to the suburb, and work with WCC, sports clubs and commercial sponsors to achieve the best possible outcomes for the entire Johnsonville community.

Wheels park (15) Wheels parks (Skates, Skateboards, etc.) represents the type of positive, challenging creative and competitive recreational infrastructure that we are obliged to provide if we wish our young people to develop positively. This is needed with increasing urgency since Johnsonville’s only youth facility was decommissioned.

Strategic Portfolio

A Town Centre / Heart (16) Johnsonville continues to see itself - and its future – as a “village”, and ensuring this actually occurs will be a priority. “Public space” is entirely lacking in the Triangle, and purchase or swap of land could be central to resolving this issue. We will engage with council, commercial & community groups to help ensure a coordinated solution is achieved. .

Beautification of Johnsonville (17) Achievable by prioritising this simple objective, and having a few keen residents maintain focus on it. Every attempt will be made to maximise the potential of public greenspace (even SH1 road reserve and rail corridors) to the highest achievable quality, to maximise the “greening” of what little public land we have. Beautification on public, residential and commercial land alike should be complimented by plantings to better off-set the effect of intensive re-development and restore indigenous biodiversity in the urban street settings.

Preservation of history & heritage (18) Working in partnership with Wellington City Council, Heritage N.Z. and local organisations to develop a set of high priority heritage sites that can be appropriately signposted (to inform of their significance), opened to the public, or otherwise better preserved or presented for the benefit of all Johnsonville Residents.

Better Motorway Access (North Johnsonville) (19) Most of Johnsonville’s traffic congestion is caused by people from other suburbs travelling through Johnsonville - not because they want to but because they have no choice. Working with NZTA and WCC Transport Planners to provide that choice should reduce stress on Johnsonville roads & improve the liveability of Johnsonville to a significant degree.

Establishment of a Community Board (20) The establishment of a community board for the wider community (in partnership with NPPA and other related communities). Achieving this objective will indirectly help this strategy by improving representation & democracy in the region (devolving power back to the community), and is expected to directly assist with the achievement of all other Projects in this Strategy.

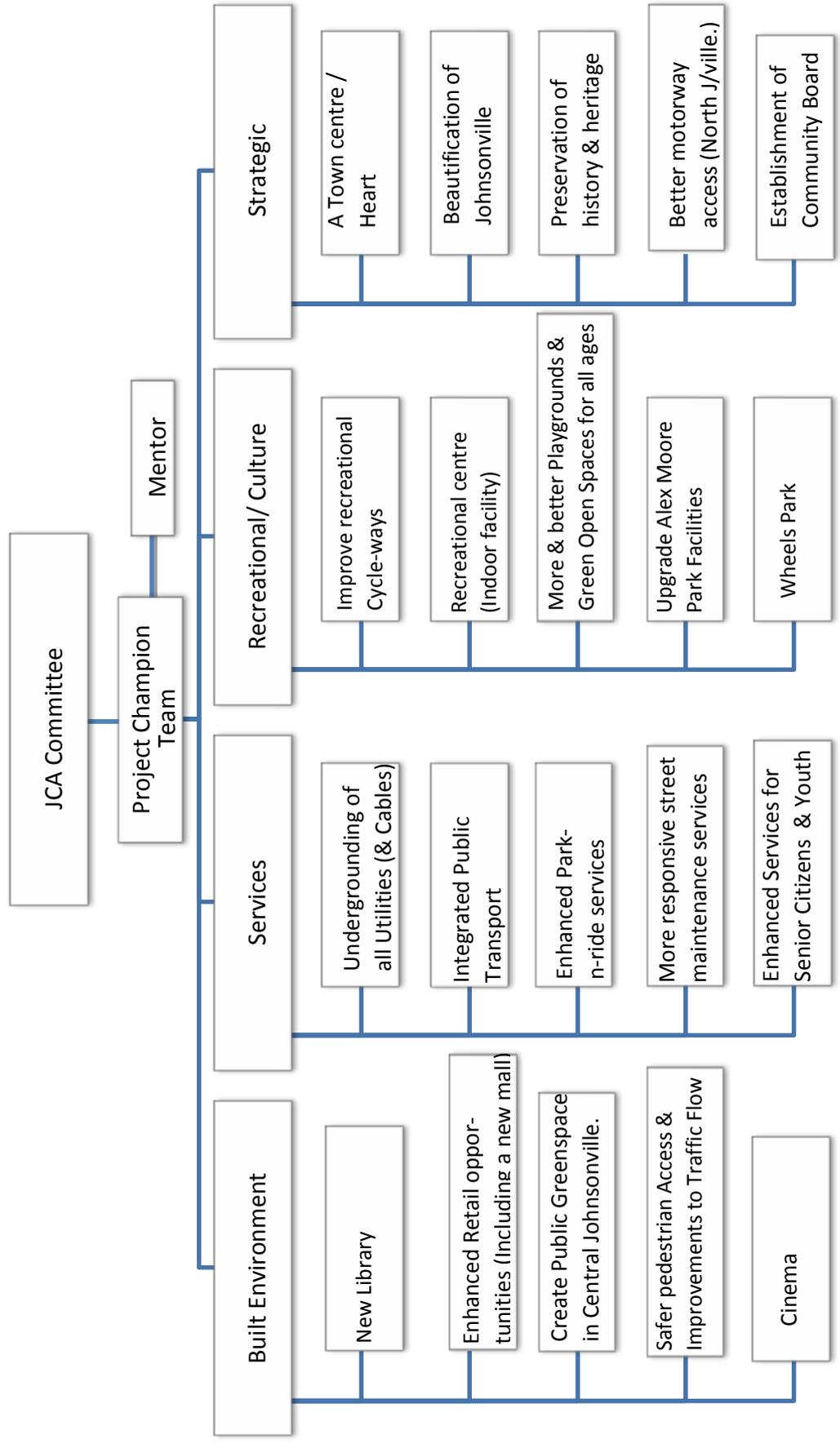
Johnsonville Community Association Ten Year Strategy Appendix B: Benefits and Costs Metric

Visionary	<i>Appealing to many</i>	The project will 'capture' the imagination of the majority of local residents
	<i>Simple to grasp</i>	95% of the population will understand the basic nature of the project and what it will achieve
	<i>Media-worthy</i>	A number of angles exist that local media will pick up on
	<i>Common good</i>	The project benefits all local residents in some way
Need	<i>High demand</i>	Evidence exists that there is a high demand for the outcome of the project
	<i>No suitable alternative</i>	There are no local alternatives to the project outcome currently accessible by residents
	<i>Will fill need</i>	Undertaking this project will fill an identified need
	<i>Accessible to many</i>	A majority of local people will have unfettered access to the outcome of the project
Networking	<i>Big variety of organisations</i>	Many and varied sectors will be directly involved in this project
	<i>Sectors not normally involved</i>	Key groups, organisations, agencies or sectors who are not normally involved in local community governance will be engaged
	<i>Many people participating</i>	The project or outcome will directly and indirectly involve greater than 1% of the local population
	<i>Central role for Residents Assoc.</i>	The local residents' association will play a key role in the project
Social Capital	<i>Use of volunteer labour</i>	Volunteers from the community are used for the project
	<i>Need support from community</i>	The project team need to turn to the community at large for support
	<i>End result will provide S.C.</i>	Social Capital (improved social cooperation and social relationships) is an outcome or side-effect of the project
	<i>Unsecured funding</i>	The project team will be required to seek funding either within or outside of the community
Resilience	<i>Community competence</i>	Contributes to an increased skill level in the community
	<i>Social capital</i>	Social Capital (above) scores 3 or more
	<i>Equality</i>	Project promotes or improves equality
	<i>Information sharing</i>	The project is a trusted source of information or assists in information dissemination
Sustainable	<i>50%+ sourced locally</i>	At least half of all resources used in the project will be sourced from within the community
	<i>Zero externalities</i>	There is no discernible possibility of unmitigated damage to the social structure or environment of the community
	<i>Self-funding</i>	The project will eventually fund itself, guaranteed ongoing funding is available, or the project has no ongoing financial cost
	<i>Environmentally friendly</i>	The project contributes to or promotes environmental best practice
Cost	<i>Monetary</i>	0=no financial cost; 1=<\$10K; 2=\$10K-50K; 3=\$50-100K; 4=\$100K+
	<i>Voluntary</i>	0=no volunteer time; 1=<500hrs; 2=500-1,500hrs; 3=1,500-10,000hrs; 4=10,000hrs+
	<i>Loaned/donated items</i>	0=none; 1=Loaned equipment; 2=Donated small items; 3=Loaned major/heavy equipment; 4=Loaned/donated specialised equipment
	<i>Intellectual property</i>	0=none; 1=General knowledge; 2=Generic system/advice; 3=Specific system/advice; 4=Proprietary systems/equipment

Johnsonville Community Association Ten Year Strategy
Appendix C: Cost Benefit Analysis

Project	Need	Visionary	Networking	Social Capital	Resilience Sustainable	Benefit			TOTAL	Resources	DI	Cost	Benefit	Cost	Net	TOTAL
						Monetary	Voluntary	Monetary								
Built																
1	New Library	4	4	4	4	3	4	24	0	1	0	1	2	24	2	22
2	Enhanced retail opportunities (Incl. a new mall)	4	4	3	3	1	2	17	0	0	0	0	0	17	0	17
3	Creation of Public Greenspace within Central Johnsonville	4	4	2	2	3	3	18	2	1	0	0	3	18	3	15
4	Safer pedestrian Access & Improvements to Traffic Flow	4	4	2	1	2	2	14	0	1	0	1	2	14	2	12
5	Cinema	4	4	4	4	3	2	21	2	2	3	4	11	21	11	10
Services																
6	Undergrounding of All Utilities Incl. cabling & UFB	4	3	2	1	3	4	17	0	1	0	0	1	17	1	16
7	Integrated Public Transport	3	3	2	3	2	2	15	0	1	0	1	2	15	2	13
8	Enhanced Park 'n Ride services	4	4	2	3	1	2	16	2	0	1	1	4	16	4	12
9	More Responsive Street Maintenance Services	2	3	2	3	3	4	17	0	2	1	2	5	17	5	12
10	Improved & Enhanced Services for senior Citizens	3	4	4	4	4	3	22	3	4	4	3	14	22	14	8
Recreation & Culture																
11	Improve Recreational Cycle-ways	4	4	3	3	2	3	21	0	3	1	0	4	21	4	17
12	Recreation Centre (Indoor Facility)	4	4	4	4	4	4	24	4	3	3	0	10	24	10	14
13	More and Better Playgrounds & Green Open Spaces for all ages.	4	4	4	4	3	2	21	2	3	2	3	10	21	10	11
14	Upgraded Public Facilities at Alex Moore Park	3	3	3	2	4	2	17	1	2	3	1	7	17	7	10
15	Wheels park	3	4	4	4	3	2	20	4	3	3	3	14	20	14	6
Strategic																
16	A Town Centre / Heart	3	3	3	4	3	2	18	0	0	0	0	0	18	0	18
17	Beautification of Johnsonville	4	3	3	4	2	2	18	2	1	2	0	5	18	5	13
18	Better Motorway Access	4	3	1	3	2	1	14	0	0	0	4	4	14	4	10
19	Preservation of History and Heritage	3	4	3	3	2	2	17	1	4	2	1	8	17	8	9
20	Establishment of Community Board	4	4	4	3	3	1	19	2	3	1	3	10	19	10	9

Johnsonville Community Association Ten Year Strategy Appendix D: Structure



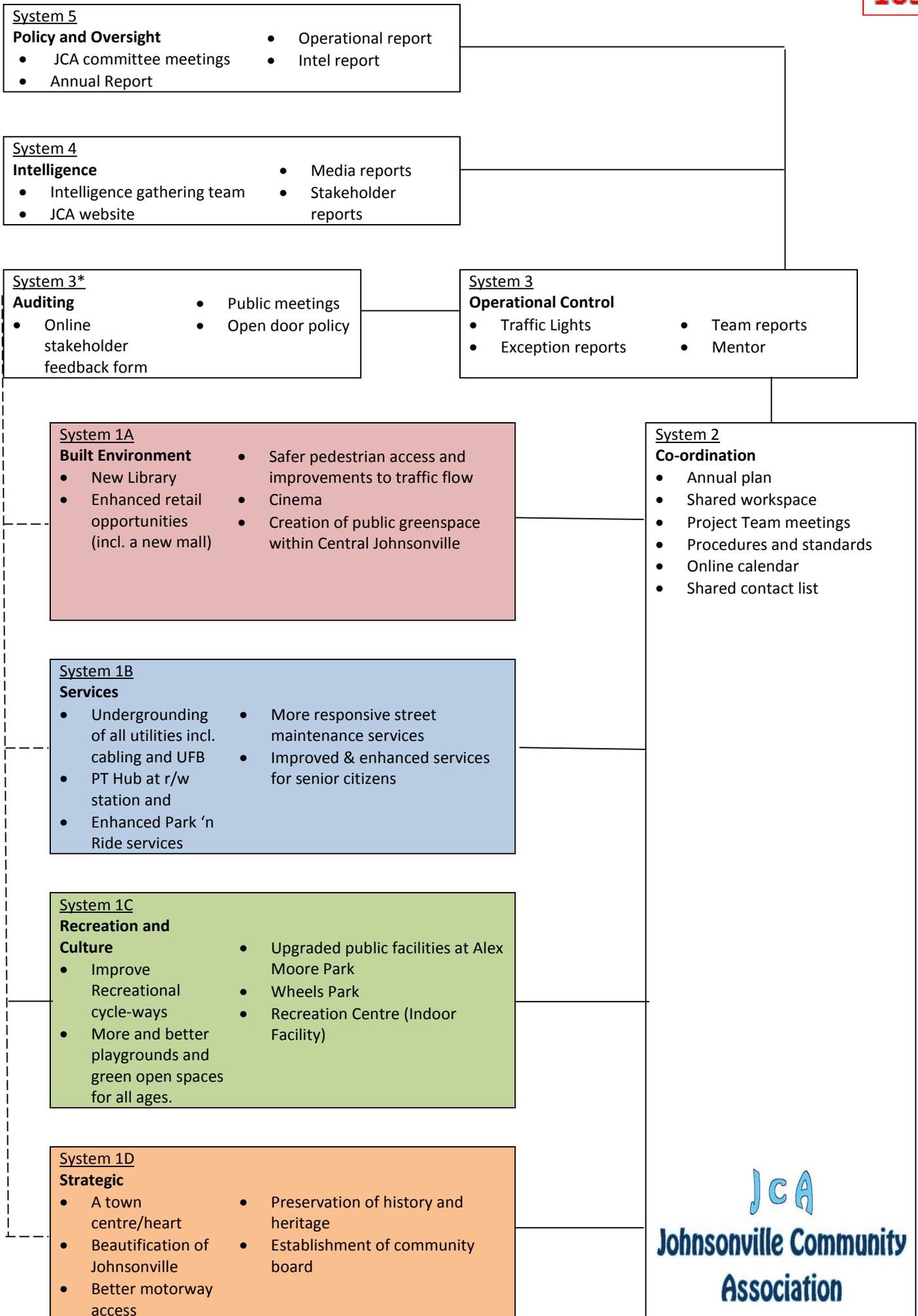
Johnsonville Community Association Ten Year Strategy

Appendix E: Timeline

Project	Type	Cost/ Benefit	Start Date	Length	First Stage
New Library	Built	22	2015	3 year	Work with WCC to arrange community workshops to explain what a 21 st century library could be, and help them decide what they want from a new library
Enhanced Retail opportunities (Incl. New Mall)	Built	17	2015	3 year	<Commercially Sensitive>
Public Greenspace in Central Johnsonville.	Built	15	2015	10 years	Continue with WCC Community reference Group
Safer pedestrian Access & Improvements to Traffic Flow	Built	12	2015	10 years	Continue & Enhance relationships with WCC Transport Planners and NZTA
Cinema	Built	12	2015	6 years	Engage with Cinema Operators & explore commercial "bottom lines"
Undergrounding of all Utilities (& Cables)	Services	10	2015	10 years	Continue & Enhance relationships with WCC Transport Planners and NZTA
Integrated Public Transport	Services	16	2015	8 years	Establish existing timeframes & extent of proposed integration. Identify & quantify drivers (e.g. Private ownership of land) for existing impetus for GWRC and WCC do disestablish existing PT Hub.
Undergrounding of all Utilities (including cabling)	Services	13	2015	10 years	Establish relationships with utility providers & establish current practice & imminent changes.
More responsive street maintenance Services	Services	12	2015	4 years	Engage with community & council contract managers & Evaluate term of current utilities contractors.
Enhanced Services for Senior Citizens & Youth	Services	12	2015	3 years	Size Coordinator roles in other suburbs and begin business case development.

Johnsonville Community Association Ten Year Strategy

Project	Type	Cost/ Benefit	Start Date	Length	First Stage
Improved Cycleways	Recreation/Culture	8	2015	8 years	Build consensus with WCC that non-SH1 cycle route is necessary....
Recreation Centre	Recreation/Culture	14	2015	4 years	Explore facility sharing options and funding options
More & better Playgrounds & Green Open Spaces for all ages	Recreation/Culture	11	2015	6 years	Explore parameters for land acquisition.
Upgrade Alex Moore Park Facilities	Recreation/Culture	10	2015	7 year	Investigate if there is Community support for a "Community playground) on southwest corner of park
Wheels park	Recreation/Culture	6	2015	4 years	Explore design parameters for an adequate facility, and begin scoping site possibilities.
A Town Centre / heart	Strategic / The Future	18	2015	8 years	Establish parameters for acquiring public open space around which to anchor the town centre
Beautification of Johnsonville	Strategic / The Future	13	2015	2 years	Establish a wide community network of interested participants, scope skills & map priorities
Preservation of History & Heritage	Strategic / The Future	9	2015	6	Enhance relationships with NZTA, explore reasons for historical swerve away from once-planned additional SH1 ramps
Better Motorway Access (Northern Johnsonville)	Strategic / The Future	9	014	4	Perform gap-analysis on existing completed petition for northern suburbs for a community board, and begin filling missing elements.
Community Board	Strategic / The Future	9	2014	4	Perform gap-analysis on existing completed petition for northern suburbs for a community board, and begin filling missing elements.



Submission from Johnsonville Community Association Inc. (JCA) to the Wellington City Council Urban Growth Plan (UGP).

Submitter details:

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Date: 17 April 2015

The Johnsonville Community Association Inc. (JCA) would like to make an oral submission. Please liaise through our secretary, Maureen Sullivan at the above email address.

JCA is the sole Community Organisation representing all of Johnsonville and Raroa. All Johnsonville residents are members, and much of this submission is based on JCAs detailed and professionally conducted survey of every household in the suburb in 2014, where we asked residents what they wanted to see happen to improve Johnsonville over the coming decade. The response rate for that consultation process was excellent, and because it allowed submitters free reign to tell us what *they* wanted, it was in many ways a more “true” reflection of the will of Johnsonville populous than any process conducted in many decades (including LTP consultations).

JCA generally supports the guiding principles of the UGP, but we are concerned that the UGP does extend far enough in some areas to actually achieve what those principles attempt to underpin.\

For example, JCA seeks to improve Johnsonvilles (very poor) indigenous biodiversity, and protect our parks from being usurped and consumed by the development of social and transport infrastructure, there is nothing in this plan that directly supports those objectives.

We support the view that **re-establishment of Wellington’s original biodiversity** is a goal in need of inclusion in the guiding principles of the UDP. Just because residential intensification is increasing does not mean that opportunities to maximise indigenous biodiversity - that which makes our environment and our society stronger and more resilient – should be forsaken. Instead, the requirements for our parks, streetscapes and private residential developments to include and accommodate, and improve our indigenous biota, should be mandated, and increased.

In particular, WCCs “shortcuts” to avoid planting eco-sourced native trees needs serious attention. In 2013 we saw our largest central park planted in trees almost exclusively for “ameinity” value, yet in direct contravention to a resource consent (drafted by WCC) which called (very specifically) for plants sourced from the Wellington region. WCC needs to lead by example, and include locally eco-sourced natives within urban growth protocols, and to actually adhere to those protocols, and not show such a ready preparedness to ignore them because it is expedient to do so.

Outcomes

Greenfields urban Sprawl. JCA note the direct and obvious contradiction between policies to allow “unfettered” residential single dwelling sprawl in some areas (like WCC are encouraging in Lincolnshire Farm and Stebbings Valley) – in areas almost as remote as it is possible to be while remaining within Wellington’s boundaries. These suburbs location will clearly encourage the use of private cars above all other means of transport– the opposite of what UGP is (paradoxically) saying it seeks to support (keeping Wellington “compact and walkable!”)

At the very least, these new greenfields subdivisions should have good cycling access, both north to Porirua but most importantly, south to the CBD, and we urge WCC to accelerate such as a main priority BEFORE these suburbs develop (as such infrastructure might attract those most likely to use it).

One thing that the UGP does not do – but should do – is require at least (say) 30% of new “greenfields” subdivisions to be zoned MDRA from the very onset of each new development. Doing this retrospectively (in Johnsonville and Kilburnie) causes massive additional costs, so why is it not a requirement for a portion of new subdivisions? That would be both fair and hugely efficient, and allow “balanced” neighbourhoods to establish, (rather than risking ‘elitist’ leafy suburbs to evolve in in some parts of the city, and urban ghettos in other parts).

Residential Intensification achieves best results when it occurs in centres which are less dense. Paradoxically, Johnsonville and Kilburnie - clearly among the densest suburbs outside the CBD – were chosen, and redevelopment statistics for the last 5 years indicate that the failure of this re-zoning to create MDRA redevelopment in these suburbs is almost total.

JCA encourages WCC to more closely focus on intensification in areas where intensification is most likely to actually succeed, rather than areas where there is no current or likely future demand for it, or where existing high densities render the benefits so much less than might be possible elsewhere; Tawa and Karori – both several times “less dense” and better equipped with social infrastructure - are both more appropriate sites for MDRA, and JCA support extension of MDRA to these and to other similarly low-density suburban centres.

In summary, If suburban intensifications in ‘outer suburbs’ is desirable and good – as most agree that it is (or could be) – then;

- Why does the UGP not promote its uptake equally, and require its equal promotion it equally in all suburbs that fulfil the “criteria? For MDRA?
- Why are the criteria not being expanded more rapidly to fit smaller areas that could accommodate MDRA?. and,
- Why does the UGP not allow suburban MDRA and inner city high-rise developments to fit better with the “character” aspects that currently prevent eminently suitable suburbs (like Khandallah and Thorndon) from intensification?
- What is the UGP doing to ensure that more Wellington suburbs fulfil criteria for MDRA?
- Why has re-zoning to encourage ‘outer’ urban intensification been concentrated first on the most densely populated suburbs, when ‘received wisdom’ shows that doing so on the least densely populated ones?

The need for more rigorous protection of Greenspace near areas marked for residential Intensification.

Johnsonville's experience with MDRA impacting on our parks and greenspace provides the rationale for this, so we will detail our experience to illustrate:

- WCCs independently written "section 32" reports (created around 2009 for District Plan Change 32) noted the severe risk to the "liveability" of Johnsonville from intensification, especially due to the paucity of public parks and open space evident in the suburb at that time.
- That same section 32 report suggested that new parks and greenspace be created to mitigate the effects of reduced "private" outdoor space, and recommended the creation of new 'pocket parks' within the MDRA zone.
- These warnings and recommendations were set aside, despite the protestations of local residents. The plan change was passed making no effort to "mitigate" the pressure on limited greenspace from intensification, but noting the need for WCC to address the lack of social infrastructure in Johnsonville.
- Commencing in 2014, a number of initiatives (most a very long time coming) were either completed, begun, or announced. Some are complete now, but all will be completed within 3-4 years. All of these are either within or bordering on the MDRA zone, and ***all have come at the expense of significant loss of greenspace*** (all

<i>Development</i>	<i>Area "Lost"</i>	<i>Prior Use</i>	<i>New use</i>
Moorfield Road widening	?	Alex Moore Park edge	Road
KSP Pool extension	300 m ²	Infants play-Area	Indoor Pool
AMP (Phase 1) A/W t Turf	3000 m ²	Playing field	Parking Lot
Proposed new library	1091	2-4 Wanaka St, Park, 1/2 court	Library.
AMP (Phase 2) Clubrooms	2000m ²	Playing field	Parking Lot

WCC have invested in new infrastructure, a point which certainly makes residents happy. But the loss (without mitigation) of over 6000 square metres of communal public land - in no less than 5 separate initiatives! - has seen public greenspace and recreational amenities disappear at an alarming rate.

This situation proves that there is a problem: It is too easy for WCC officials and planners to "cut corners" by using greenspace and recreational / reserve land to reduce the dollar cost of infrastructural development. But there is a cost, in a poorer quality of life for us and our kids, for generations to come - and it is WCC's job to protect that quality, not trade it off for "carparking" or such like.....

JCA therefore supports the creation of any practical tools to prevent erosion of greenspace in areas marked for MDRA or other urban intensification anywhere in Wellington. This could include changes in legal status of reserves, parks, etc, or introduction of bylaws that any public greenspace or recreational land that is taken for any reason, to be “replaced” by similar quantity and quality of land nearby. Such measures would protect greenspace access for future generations and require ‘new community facilities” to be fully costed and actually paid for, rather than allowing them to “cannibalise” our natural capital.

PASIFIKA ACTION PLAN

DRAFT DATED: 21 MAY 2014

Purpose of the plan:

Through its annual report to the Wellington City Council (Council) on 12 September 2013, the Pacific Advisory Group (PAG) proposed “*developing a Pacific Action Plan/Cultural responsiveness guide that will guide the Council when engaging with the Pacific community and help the Council understand the needs of Pacific communities and ensure they are represented in policy development and planning*”.

Nature of the plan:

The Pasifika Action Plan is a living document that will guide the future work of both the Council and PAG.

It is proposed that the Action Plan is reviewed annually with input from members of Pasifika communities, most likely through the Pacific Forum.

After it is updated, it will be presented by PAG to the Council through the Governance, Finance and Planning Committee. Each year, the Committee will be asked to endorse the Plan and agree to Council undertaking a set of actions (which will contribute to achieving the plan) over the following 12 months.

The Action Plan will also inform PAG’s Annual Work Programme by identifying the issues that it should focus on in its interactions with Council. It will assist PAG to identify which strategies, policies and programmes to give most input into.

Council and PAG will report back to Pacific communities on progress with the actions at least annually, through the Pacific Forum.

Connections between the Pasifika Action Plan and Wellington’s strategic direction.

Wellington Towards 2040: Smart Capital was developed by the Wellington City Council in 2011. It is a statement of the future that we all want for Wellington and how this can best be achieved. It contains four goals that describe a different way of working - focusing on collaboration, not competition - to build Wellington's resilience in the face of future environmental, economic, and social challenges.

The Pasifika Action Plan connects to these four goals in a number of ways.

Goal 1. People-centred city

Wellington's people are the city's greatest asset. Wellington's shape and character will continue to reflect the people who live in, work in, and visit the city.

The Action Plan contributes to Wellington becoming a more open and welcoming city by identifying how the Council can support the social and economic aspirations of Pasifika communities in the city. It promotes access to public transport, affordable housing, recreation activities and new technology as ways of ensuring Pasifika communities can thrive and make their unique contribution to Wellington's future. It also enables Pasifika communities to become more active in the development of the city by enabling greater participation in city-level decision-making.

Goal 2. Connected city

As a connected city, Wellington's people, places and ideas access networks - regionally, nationally and globally.

The Action Plan encourages collaboration and partnerships in the city and region by identifying actions that will respond to the needs of Pasifika communities across the region and actions that will require collaboration between local authorities, central government and non-government bodies. It also contributes to Wellington's arts and events successes to increase the city's profile and reach to international audiences.

Goal 3. Eco-city

Developing Wellington as an eco-city involves a proactive response to environmental challenges. It recognises the importance of Wellington taking an environmental leadership role as the capital city of clean and green New Zealand.

The Action Plan contributes to the city's eco-friendly goals through its health and wellbeing strategy. It promotes the importance of sustainable and healthy lifestyles, such as access to affordable healthy food, community gardens, and accessible public transport options. The plan recognises that healthy environments contribute to healthy Pasifika communities.

Goal 4. Dynamic central city

As a city with a dynamic centre, Wellington will be a place of creativity, exploration and innovation.

The Action Plan supports the growth of economic activity in the central city for the benefit of the wider city and region. It also plays a significant role in reflecting the diversity of cultures that are part of the city's history.

Governance		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples have opportunities to present their views to decision-makers	Number of persons who identify themselves as of Pacific decent that participate in formal Council consultation processes
	Pasifika issues are taken into account in decision making	Level of agreement by PAG members that Pasifika issues have been taken into account in decision-making
	Pasifika peoples influence civic decision making	
What goals we will focus on? (Strategic objectives)	Increase the number of Pasifika peoples in Wellington that enrol and vote	
	Pasifika communities have access to Councillors and other decision makers	
	Strengthen Pasifika representation <ul style="list-style-type: none"> a. On Community Boards b. On Council c. On other Council bodies d. At senior management levels within Council 	Number of Pacific people represented on these bodies
	Include PAG in very early formative discussions on policies of importance to /impact on Pasifika peoples	Level of agreement by PAG members that they are involved in formative discussions on policies of

		importance to /impact on Pasifika peoples
	Encourage greater partnerships between Council, Pasifika communities and other organisations	Number of partnerships facilitated between Council, Pasifika communities and other organisations

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Work with PAG to increase Pasifika people's understanding of, and ability to participate in, Council's processes and decision-making	Research, Consultation & Planning and Democratic Services teams with PAG
	Create opportunities for Councillors to meet with different Pasifika communities	Research, Consultation & Planning and Democratic Services teams
	Inform former PAG members of other governance opportunities and the process for appointment (eg. for Council boards, District Licensing Committees)	Research, Consultation & Planning and Democratic Services teams
	Invite young people to attend forums and other Pacific events	Research, Consultation & Planning team with PAG
	Share success stories at the Pacific Forum as a way of role modelling	Research, Consultation & Planning team with PAG
Other potential actions	Educate people on the value of voting Visit secondary schools to encourage youth voting before they turn 18yrs old	Democratic Services team for local authority elections

	Support Pasifika user-friendly voting systems and processes	Electoral Commission for other elections
Communication		Measures / Indicators
What do we want to see?	Pasifika peoples are able to easily make contact with Council and confidently express their views	
(Key outcomes)	Pasifika peoples are informed about all Council activities or decisions that may affect their lives	
What goals we will focus on?	Strengthen communication between Council and Pasifika communities on issues of importance to them in a transparent and timely way	Pasifika residents' agreement that Council information is easy to access
(Strategic objectives)	Utilise a range of proven and culturally appropriate methods when communicating with Pasifika communities	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Include all Council related Pasifika events in news updates	External Relations team
	Promote council entitlements more widely e.g. rates rebates and concession cards	Community Services team
	Support community outreach by City Councillors using Pacific interpreters	Democratic Services team
	Increase use of Pasifika faces/images in council publications, posters and online	External Relations team

	promotional material where appropriate	
	Engage with PAG to understand current processes and appropriate responses to issues that may arise for Pasifika people in Council housing properties.	City Housing team and PAG
	Develop and implement a communications plan for Pasifika Festival.	City Events and External Relations teams
	Develop and maintain a database of Pacific contacts including service providers, churches, businesses, and general Pacific networks	Research, Consultation & Planning team with input from PAG
	Ensure all communication on issues affecting Pacific communities are provided in a timely way	External Relations team and PAG
Workforce Development		Measures / Indicators
What do we want to see?	Pasifika peoples across the Wellington region have proportionately higher rates of participation in the workforce	Pasifika workforce participation rates and unemployment rates.
(Key outcomes)	Pasifika businesses are supported to thrive in the Wellington region	
	Local and regional economic development strategies reflect the employment needs of a growing Pacific population	
What goals we will focus on?	Strengthen Pasifika youth participation in training/employment opportunities	Pasifika young people who are not engaged in education, employment or training (NEET).

(Strategic objectives)	Ensure Council's workforce better reflects Wellington's Pasifika communities	
	Support the range of employment opportunities available and accessible to Pasifika peoples across Wellington	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Encourage up-skilling of Pasifika staff for management positions in Council	Human Resources team
	Introduce training internships or placement opportunities to attract Pacific people into careers at Council and other agencies	Human Resources and City Communities teams with Mayor's Taskforce for Jobs

Health and Wellbeing		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples in Wellington lead healthy lifestyles, that embrace holistic values including spirituality	
	Pasifika peoples feel safe in their homes, neighbourhoods and local centre	Pasifika peoples feel safe in the neighbourhoods and local centres
	Pasifika peoples in Wellington experience improved health outcomes across a range of measures	Range of health measures including chronic disease rates
	Needs of elderly Pasifika people are understood and addressed	
What goals we will focus on? (Strategic objectives)	Encourage Pasifika communities to participate in physical activity	
	Promote Pasifika people's choice to access affordable healthy food	
	Involve Pasifika peoples in city and community safety and resilience initiatives	
	Ensure Council processes and policies positively impact on the wellbeing of Pasifika peoples	
	Facilitate increased access to affordable and healthy homes	
	Facilitate access to affordable & accessible public transport options	
	Recognise importance of spiritual well-being	

Actions		
What Council is doing or will do over the following 12 months to contribute to the goals	Involve Pasifika communities in Neighbours Day	City Communities team
	Target resources to Pasifika communities as part of World Health Organisation Safer Cities status	City Communities team
	Implement current thinking around healthy food from garden to kitchen	City Communities team
	Work with NZ Police to trial Pasifika Warden programme in the Eastern Suburbs	City Communities team
	Provide Pasifika communities with access to education resources for people with impairments	City Communities team with PAG
	Advocate for a review of public transport fares and concessions for families	
	Promote and support Pasifika communities' participation in and utilisation of community gardens	City Communities team
Other potential actions	Explore opportunities to increase home ownership within Pasifika communities	
	Promote and support Pasifika participation in existing health related services and events	
	Provide more free drinking fountains around Wellington	
	Provide more education around water safety and swimming	
	Add a Pasifika sports event to the annual calendar of Council events	

Education		Measures / Indicators
What do we want to see? (Key outcomes)	Pasifika peoples in Wellington achieve their educational potential	Education qualifications amongst Pasifika communities
	Pasifika languages, stories and history of settlement within Wellington are captured and preserved	
	Wellingtonians are able to access Pasifika stories and learn Pasifika languages readily	
What goals we will focus on? (Strategic objectives)	Increase access to quality educational resources and services for Pasifika communities	
	Increase opportunities for people to learn Pasifika stories and languages	Number of people who can speak Pasifika languages
	Explore opportunities to support improved educational outcomes for Pasifika peoples across the Wellington region	

Actions		Lead
What Council is doing or will do over the following 12	Continue to support literacy initiatives in Newtown to Aoga Amata, St Anne's School and Newtown School	Libraries & Community Spaces team
	Continue to host homework groups in libraries	Libraries & Community Spaces team with PAG

months to contribute to the goals	Continue to provide free wifi in libraries and move to provide access through community centres	Libraries & Community Spaces team
	Promote Pasifika books, music and film through Council libraries	Libraries & Community Spaces team with PAG
	Support more Pacific resources that promote Pacific languages & cultures in public libraries where possible	Libraries & Community Spaces team
Other actions	Provide incentives to encourage more Pacific teachers to opt for teaching positions in Wellington schools	
	Support a Pacific education and careers expo	

Arts and Culture		Measures / Indicators
What do we want to see? (Key outcomes)	Wellington is a centre for world class Pasifika arts and cultural performances	
	Traditional Pasifika art forms & cultural activities are preserved and protected	
	Contemporary Pasifika art forms & cultural activities are developed and supported	
What goals we will focus on? (Strategic objectives)	Increase the number of Pasifika cultural performances within Wellington	Number of Pasifika cultural performances within Wellington
	Celebrate all things Pasifika amongst all Wellingtonians	
	Increase visibility of Pasifika art forms and cultural activities in Wellington	

Actions		Lead
What Council is doing or will do over the following 12 months to contribute to the goals	Increase local business sponsorship and government agency participation at Pasifika Festival	City Events team
	Run workshops for Pasifika Festival participants and others on administration and funding /sponsorship related skills	City Events team with PAG
	Be open to and encourage new activities being associated with the Pasifika Festival as part of a regional festival programme	City Events team
	Run workshops and provide support for	City Arts and Grants

	Pasifika artists and community groups on application process for public art projects, exhibitions and Culture Grants	teams with PAG
	Continue to host exhibitions (e.g. Te Vaevae exhibition at Toi Pōneke), support public art projects (e.g. mural by Shane Tuffery) and other Pasifika art projects where they meet criteria for funding / support.	City Arts team & Grants team
	Look at how to support Pacific Language Weeks	Libraries & Community Spaces team
	Continue to include Pasifika artists and art forms in mainstream events	City Events team
Other actions	Investigate and assess feasibility of potential partnerships for a Pacific Fale (eg. with Victoria University)	
	Provide resources to record and preserve stories about Pacific elders, their settlement history and experiences	