

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

Paying the Living Wage to all council staff — directly employed and those employed via contractors and in CCOs — was overwhelmingly supported in public consultation for the 2014 Annual Plan and the 2015/25 Long Term Plan.

Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: Luke Hiscox

Address: 89 Pirie St

Email: lukehiscox.lh@gmail.com

Telephone: 0278644233

Signature:

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Name: Imogen Holmstead-Scott

Address: 66 Coromandel St, Newtown

Email: imogenholmsteadscott@gmail.com

Telephone: 027 301 5460

Signature:

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Name: Lewis Toki

Address: 113 Coromandel Street

Email: LewisToki@gmail.com

Telephone:

Signature:

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Name: Lissa Mitchell

Address: 57 Wight St, Mt Cook

Email: lissa@paradise.net.nz

Telephone: 021 186 3375

Signature: 

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Name: Victoria Chmielnicki

Address: 113 Coromandel Street Newtown

Email: victoria.chmielnicki@gmail.com

Telephone: 0226995768

Signature: Victoria Chmielnicki

Talava Sene

From: Victoria Carter <vcarter@xtra.co.nz>
Sent: Tuesday, 3 May 2016 10:53 a.m.
To: BUS: Annual Plan
Subject: Cityhop carbon plan submission Please use this one
Attachments: WCC carbon submission doc final Cityhop .docx

Importance: High

Apologies I found some literals and other minor errors so this is the FINAL submission tidied up, can you remove the other one and replace with this. thanks

As discussed with Neil,
Here is the cityhop submission,
We would like to be heard (via skype if required) thanks Victoria

Victoria Carter LLB FlinstD
Tel (649) 529 1121
Mob 0274 377018





Cityhop: Submission to WCC – how car share can support WCC’s goal to be a low carbon capital and reduce greenhouse gas emissions.

“The Wellington City Council’s 2016 Low Carbon Capital plan aims to reduce greenhouse gas emissions in a constructive and business-friendly way.”

Cityhop submits that if WCC is serious about reducing carbon emissions, one of the fastest ways to do this is to focus on the number of cars on the roads.

London calculates it could achieve a ten percent reduction in greenhouse gas emissions from fewer cars on the road – and this in turn means a reduction in the cost of living and more disposable income.

New York has done it through pricing – owning a car and paying for parking is so expensive.

In England, some councils increase the attractiveness of car sharing by offering cash for scrapping older model cars, plus a car share membership!

Amsterdam as part of its Green Deal wants 16 million people to share 100,000 car share cars in the city by 2018 because it is so committed to getting its residents out of their own cars. How is it doing it? Be incentivising and making it increasingly easy for residents to bike and have access to car share.

Transport emissions

Over 30 per cent of emissions are from the transport sector and 80 per cent are reported to be from the domestic car.

Cars have determined our urban planning.
With population increasing we can’t keep adding cars and driving.

Something has to be done – which is why we encourage WCC to look at how supporting and promoting a traditional car share club can make a real difference to its targets.

Cityhop would like to encourage the council to look at a range of initiatives – for example: partnering with Cityhop to offer some trial memberships to show residents how easy it is to live without a car. Cityhop has other ideas we could share with officers to assist in reaching targets.

Traditional car share clubs like Cityhop are proven the world over to be part of the transport solution and therefore part of the mix in reducing emissions since car share results in fewer cars on the road.

The recipe for a successful city means thinking about people density over car density, accessibility over mobility.



Once they join car share, members often choose not to own a car

Every car share car takes around 17 privately owned car off the road.

Car share members drive less,
Their trips are shorter, the money saved gets spent in the local economy.

Car share members make smarter travel choices, their physical activity goes up by 9 minutes a day through biking, walking and using public transport more. That's over a third of recommended weekly adult exercise. People who use public transport are 5 kilos lighter than their private car dependent friends.

So what is the behavior that will help accelerate a better smarter transport future and therefore reduced emissions and what can WCC do to promote it?

The following factors have been identified as contributing to a successful car share programme:

- High density of individuals 21 to 39
- High proportion of residents commuting by public transport or biking and walking
- High proportion of renters, non-family households and single person households
- A shortage of parking or expensive parking.

Every year Zipcar, the world's leading car sharing operator, researches how millennials see transportation, technology and lifestyle compared to older generations.

In 2015, Zipcar analysed the results by geographic area instead of age and, found surprisingly, that city-dwellers of all ages showed similar behaviours to millennials, whereas suburban and rural residents didn't.

For over five years, Zipcar's survey has consistently shown that millennials (regardless of where they live) say:

- they find it difficult to own a car;
- they would get rid of their car, TV or computer before they'd give up their mobile phone;
- they have a strong desire to protect the environment;
- and they are open to alternative forms of transportation.

City dwellers of all ages felt and behaved almost exactly the same way, This suggests that 'millennial' in the U.S. is more a state of mind, related not just to age, but to city-living.

The survey responses reveal striking differences.



City dwellers consciously made an effort to reduce how much they drive and instead used other forms of transportation, unlike suburbanites.

- City dwellers (want to protect the environment so they drive less)
- When asked which would be the hardest to give up — a car, mobile phone, computer/tablet or TV — City dwellers and millennials picked a mobile phone as number one, whereas suburbanites chose a car;
- City dwellers want to see more walkable amenities in their community such as local restaurants and markets

To bring it all together: in a global sense the way we think about cars is changing and changing fast.

Cityhop believes that these same responses are true of people who live in Wellington CBD.

With greater density, great public transport, walking cycling options - the need to own a car is reduced and less attractive – with encouragement, publicity and promotion from WCC, car share like Cityhop would be seen as a viable alternative to car ownership.

Technological innovation, a concern about sustainability and a desire by more people to want a better city to live in will encourage change and support a reduction in cars.

There will be a growth in car sharing and re-think around other transport sharing options.

WCC could work with Cityhop to:

1. trial putting cars (people movers) in some of its housing projects where transport is an identified issue for communities;
2. identify businesses and larger employers and assist Cityhop to work with them to encourage car share instead of car ownership. For example: University of Victoria to encourage change of behavior from not just students but staff.
3. Promote the alternatives to car ownership.
4. Work with Cityhop to change behavior.
5. Convert some of its own fleet to car share.
6. Give its employees a car share card (like Vancouver has done to change behavior and show how easy it is)

WCC could look to either join Cityhop to replace some of its taxi use or consider reducing its fleet and converting some to car share. This could be a closed or open car share modal like the one Vancouver City has followed – whereby a chunk of their fleet went into MODO car share and now residents, businesses and council staff alike share the same cars.



We would discourage WCC from converting its fleet to all electric vehicles. This doesn't change the driving behaviour that is necessary. We submit that the real issue that needs to be grappled with is usage. Once people use car share their habits change – Vancouver Council proves this – with staff using public transit, walking and biking more once fleet cars were removed. We have provided WCC with this information.

Life without electric cars



Life with electric cars



COPEN
HAGEN
IZE
EU

The electric car is not a solution in itself. It won't reduce traffic, sprawl, road accidents, traffic safety, red light running, parking issues and so on. All an electric car will do is reduce emissions.



In the fervour to get more electric cars, Cityhop submits that we are missing the point – our roads are already crowded - we need more focus and policies that encourage people to reduce their car ownership – not whether to choose an electric car or not? Although no doubt this is a good thing.

Thinking that electric cars is the answer is a bit like me and my recycling bin. I went to order a second one thinking how virtuous I was to be recycling so much and someone pointed out to me that perhaps I should aim to use fewer newspapers, bottles, plastics to put into the bin! Good thinking. Reduce.

The same applies to this fervour that to fix our emissions issue we should all drive electric cars. It's not the answer - we need to support and encourage businesses and residents to start to think differently about mobility. To support them with safe cycleways, walkways and making it easy for them to see that when they need a car, there is car share around the corner or along the way.

Suggested strategies

We would encourage WCC to convert some existing fleet to car share before it embarks on converting all its fleet to electric. This will result in better usage. Vancouver City proved this. There was debate internally as to usage but once they removed all fleet cars and joined car share their costs went down. Why not consider a trial – this would determine pretty quickly if you needed so many fleet cars.

If WCC is determined to go down the EV route then it could partner with Cityhop to put electric cars into the fleet by guaranteeing a certain level of usage. This might even be a solution for a trial.

Electric cars won't change driving behaviour – all they will do is reduce emissions but it won't create a greener safer city in the holistic sense.

At the International Car sharing conference in Vancouver, Todd Littman, transport urban planner explained that as cities get denser we all need to rethink our ownership and consumption habits.

He also pointed out how cars make wonderful servants and terrible masters. That we need to design our communities for people not cars – yet too often that seems not to be the case and we have built our cities for the car. All these principles apply to a city that cares about reducing carbon emissions and creating a greener city.

According to one urban sociologist, car share encourages density because it gives city residents a transport option that fills in the gaps when public transport isn't convenient or



viable. It also gives city dwellers freedom – access to a car without paying for storage, insurance and running costs.

Logically, cities are places where people and activities are close together. It increases efficiency by reducing the distance people and goods travel to, to get where they need to be.

So what can authorities do to support car share?

Car sharing is the low hanging fruit for any city looking for smart, green and affordable transport solutions - affordable mobility from cars dotted all over inner city streets.

Smart cities are making spaces available at transport hubs for car share to resolve the last kilometre challenge – getting to the destination after the bus or train has dropped you off.

Smart cities offer a range of affordable transportation – biking and bike sharing, walking, public transport and easily accessible car share so people can see that it is possible to 'live a car light lifestyle.'

Those who car share are doing us all a favour. Many have sold their car so that frees up more parking and road space. They bike, bus and walk more and drive significantly less than they did when they had their own car.

Sydney City has worked out the economic and social benefit of an on street car share space to its community exceeds parking revenue lost. Many cities overseas recognise the value of car share - in some even on street parking or parking in council car parks or tolls are free if you are in a car share car because it is well understood that you are doing your community a favour.

Every car share car is reported to take over 15 privately owned cars off the road. Research shows that those who sell their car and then use car share reduce their driving habits from 10,000 kilometres per annum to under 1000. Consider the reduced emissions from this.

Minimum parking requirement

Cityhop also submits that this isn't the most effective lever to get a change in driving behaviour. Cityhop has done quite a bit of research on what other cities have done to grow car share; other operators have shared information with us too. We know that the average car park in a development costs roughly \$45,000. If a council encourages a developer to not build so many car parks, the developer saves money which results in apartments being able to be sold for less. Councils can encourage this through putting car share on the street or nearby if the developer also provides bike bays/parking and car share within their development. We would encourage WCC to see what Sydney has done in this regard. It



doesn't make sense to let the market define parking. Council has a role in supporting a change of behaviour.

Conclusion:

We submit that if WCC is serious about moving towards being a low carbon capital that it should work more closely with New Zealand's only true car share operator, develop some collaborative initiatives, marketing trials to show residents and businesses that it is possible to live without a car.

If The 2016 *Low Carbon Capital* plan aims to reduce greenhouse gas emissions in a constructive and business-friendly way, Cityhop submits that WCC should consider:

1. **Converting some of its own fleet to car share (like Vancouver and many other cities have done)**
2. **Collaborate with Cityhop to see where cityhop car share could spread too (like other cities have done with car share operators) to enable residents and businesses to reduce their reliance on cars.**
3. **Promoting car share as a viable alternative to car ownership. It's part of the arsenal of solutions to make the city not only safer but also reduce emissions.**
4. **Encourage and consider incentivising developers to put car share and bike stands in their developments.**

Thank you.

Victoria Carter

Founder Cityhop Car share

Tel 0274 377 018

www.cityhop.co.nz

Access not ownership.

Talava Sene

From: Catherine Nankivell <catherine_nankivell@yahoo.com>
Sent: Friday, 29 April 2016 9:48 a.m.
To: BUS: Annual Plan
Cc: chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,

Catherine Nankivell

6 Motutara Road, Muriwai, Auckland Daytime Phone

catherine_nankivell@yahoo.com

Talava Sene

From: Georgia Beamish-White <georgia.beamish-white@wecc.org.nz>
Sent: Friday, 29 April 2016 9:39 a.m.
To: BUS: Annual Plan
Subject: Wellington Chamber of Commerce submission on Annual Plan
Attachments: Wellington Chamber submission to WCC on its Annual Plan 2016.17.pdf

Good morning,

Please find **attached** the Wellington Chamber submission to Council on its Annual Plan 2016/17.

Our Chief Executive John Milford wishes to speak to this submission before Council.

Kind regards,
 Georgia

Georgia Beamish-White

Policy and International Trade Advisor

Wellington Chamber of Commerce



Level 2 | 3-11 Hunter Street | Wellington 6011
 PO Box 1087 | Wellington 6140 | New Zealand



Our business family includes:



A promotional banner for a 'Pre-Budget Ministerial Address' featuring a portrait of Hon. Bill English. The text includes 'Lunch with Hon Bill English', 'Hosted in partnership with Deloitte', and the date 'Thursday 12 May | 11.30am - 1.30pm'.

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**Wellington Chamber of Commerce Submission
to Wellington City Council
on its Annual Plan
2016/2017**

ABOUT THE CHAMBER

The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region for 160 years since 1856 and advocates for policies that reflect the interest of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole.

The Chamber is accredited through the New Zealand Chamber of Commerce network and as part of our wider organisation is also one of the four regional organisations of BusinessNZ. Our organisation also delivers ExportNZ to Wellington and the Hawke's Bay.

INTRODUCTION

The Chamber welcomes the opportunity to submit to Wellington City Council (the Council) on its Annual Plan 2016/17 (the Annual Plan).

As significant contributors to Wellington City's rate-take, the business community has a significant interest in the planning, operation, structure and performance of local government, particularly when the Council's actions have an impact on Wellington's business environment and the region's economic growth.

Wellington Chamber members support Council activities that focus on sustaining a resilient business environment for Wellington, and which spur economic growth.

PROJECTS

Draft Low-Carbon Capital Plan

The Chamber endorses Wellington's commitment to a Low-Carbon Capital Plan. Wellington is already recognised as a sustainable city and implementing a Low-Carbon Capital Plan would reinforce this reputation.



A successful business environment is dependent on the resilience of its surroundings. To an extent, this requires careful management of environmental resources, but core infrastructural elements must not be forgotten.

The Chamber endorses policies which seek to reduce carbon levels in Wellington, provided these policies are well-balanced and considerate of all participants in the community.

For example, we consider policies positive which proactively incentivise transport methods such as car sharing, cycling, use of electric vehicles and electric buses. We consider the deterrence of private vehicle use as a negative policy. We would say it is one step too far to restrict car parking as a way to deter private vehicle use. It is important that the removal of car parks correlates to lessening demand for car parks, and is not enforced as a way to deter private vehicle use.

Consumer behaviour continues to dictate that private vehicle use is how many choose to move around, and this usage should not be deterred. Encroaching on preferred methods of transport can have the impact of interfering with the connectivity between businesses and consumers, and businesses and staff.

If vehicle fumes are contributing to carbon levels in the city, we would note that this is not helped by congestion levels as a result of aged infrastructure and network planning. Solutions to congestion points along the Ngauranga to Airport route would reduce the amount of time vehicles idle in the inner city, and clearing access to the port would reduce the level of heavy vehicles idling in the inner city.

Where demand exists, we support investment in public transport improvement. We support Council's lobbying efforts to lower public transport fares. We recognise Wellington has relatively high public transport fees, however we would need to consider methods of funding before fully supporting reduction policies.

Wellington is considered a leader on climate change with the lowest per capita emissions in Australasia. We note the Council's announcement that greenhouse gas emissions have been reduced by 2.1% between 2001 and 2015. This suggests little development needs to be done in this area to remain on track towards meeting targets. As such, we would be disappointed to see drastic measures taken which have a negative impact on the business community.

We believe carbon-neutral office spaces should be encouraged. The Chamber itself is undergoing a carbon-neutral office process to implement sustainable practices. This is a simple process which all businesses can undertake with sustainable outcomes available.



Urban Development Agency

The Chamber believes urban planning and development is of paramount importance to the city, particularly earthquake-risk mitigation and the efficient development of Wellington's space, given growth forecasts.

The Chamber supports the implementation of the Urban Development Agency. As it stands, significant projects which have the potential to spur economic growth are often stalled due to political unrest. It is fortunate that Wellington's proposed convention centre secured the necessary support to go ahead, however this outcome was not achieved easily. There are areas where swift action is required, for example increasing tourism is increasing demand for accommodation in Wellington. An urban development agency would ideally have the powers to secure the necessary land and efficiently facilitate project development and implementation to further fuel tourism.

The Chamber endorses the theoretical operation of this agency, which would operate independently of political influence and focus solely on the swift development of projects for the benefit of economic growth in Wellington.

In practice, the agency will only be successful if it is comprised of relevant specialists who are able to identify opportunities and make these happen. We believe the agency should be armed with compulsory purchase powers.

It is crucial that this agency succeeds, but achieving successful results will depend on the people chosen to operate it. We would expect great efforts be made to attract and retain talented specialists to lead this agency. We would endorse a reasonable financial investment to secure such talent.

Since a great effort is being made to introduce a body which is independent, the Chamber would expect this body to comprise solely of independent, non-council specialists.

We would expect the agency to have Key Performance Indicators, and to communicate transparently with its stakeholders such as the ratepayers.

We will continue to monitor the implementation of, and proposed funding for, this agency.

Wellington cannot afford to wait for bureaucracy to take its course. Wellington requires this agency to act as a catalyst for economic growth.



Food Act Fee Changes

The Chamber supports a fixed-fee schedule for Food Act compliance. We expect the fixed fee to be based on efficient and reasonable resource required for the task. Where practicable, we would expect technology to be used to ensure efficient use of resource.

Kilbirnie Business Improvement District

The Chamber questions the rationale for consulting on the Kilbirnie Business Improvement District given its successful vote and subsequent ratification.

The Chamber endorses the decisions of business communities, and in this case a majority vote has implemented the targeted rate. We would note that despite a majority vote in favour of the BID, the overall uptake of the vote was disappointing and therefore did not engage all of those businesses which will now be subject to the rate.

We suggest a review take place of business engagement when considering whether to implement a targeted rate.

New Initiatives

Ngauranga to Airport – minor capital projects - \$375,000

“The Ngauranga to Airport Project aims to improve the flow of traffic through Wellington City. It is proposed to re-purpose some existing funding from bus priority planning to improve pedestrian flow in the Central Business District.”

The Chamber requests clarification of this statement. The Ngauranga to Airport Route project is designed to address key congestion points and we seek further detail, specifically funding from *which* bus priority planning will be re-purposed, and what exactly is being done pedestrian-wise. We understand the Ngauranga-Airport project is intended to target larger congestion issues and projects such as Mt Victoria Tunnel Duplication and the Bus Rapid Transit project.

Living Wage - \$250,000

The Chamber does not need to reiterate its views on Council Living Wage policies, however, we would state that with a \$250,000 budget increase we would expect the equivalent, at least, in return as a result of improved productivity by living wage recipients. As a Council-funded activity, we request a report on performance, namely an outline of the improvements to retention rate and performance of staff who are recipients of the living wage.



Cycleways

We note around \$12,000,000 budgeted for cycleway activity this year (Table 2), however, only \$3,000,000 is to be contributed to the Hutt Cycleway project and 1,000,000 for cycleway planning under 'business as usual' (Table 3). We seek clarification for what the remaining \$8,000,000 spend on cycleways will go towards.

Zealandia

The Chamber is concerned at the inability of Zealandia to balance its finances. We commend Council and the Karori Sanctuary Trust for addressing the issue before it becomes problematic, however, we would question the solution proposed.

The building in question is depreciating at an unsustainable rate relative to the financial success of Zealandia's operation. A transfer of ownership to Council will not increase the value of this asset, and instead creates a liability to ratepayers.

Prior to the Council taking ownership of the building, the Chamber would expect to see a financial plan presented with a goal to recoup losses and maximise the value of the asset. The Chamber does not foresee Council ownership as being a profitable option and instead suggests the sale of the building or a commercial lease. The Chamber considers the essence of Zealandia to be the sanctuary and environment itself, and not the building. In terms of functional amenities, a simple ticket booth and access to essential amenities is all that is required.

Lateral Policy

The Chamber endorses the Council's proposed ownership of wastewater laterals. As highlighted in the proposal, current management by private owners is not as effective as it could be under Council ownership. The nature of the asset is consistent with assets that the Council is currently trusted to own and manage.

In terms of funding, we recognise the costs would move from private owners to all ratepayers. We will monitor a policy advanced by Council, but would encourage a rates funding structure which best aligns with costs lying where they fall. Theoretically, this should make little difference to the current costs imposed on private owners, except for the spike to account for deferred maintenance.

Arts Funding

The Chamber notes the late addition to the consultation in the form of additional arts funding.

The Chamber recognises the cultural benefits that arts activities bring to Wellington. In terms of specific funding allocations as outlined in the Council's recent press release, we would note the following:



A large allocation of funding is being provided to Newtown. We ask whether an inquiry has been made into whether Newtown should be considered a Business Improvement District to enable it to source funding from those directly benefiting.

We question whether continuous expansion of funding is necessary. In theory, funding should assist arts and events to grow and prosper, but once sustainable then funding should be re-allocated to activities which need it. In particular, we note Te Papa's growing success and question whether such large-scale Council funding is still required, or whether there may be a case to re-allocate it. Alternatively, Te Papa could consider seeking financial contributions from visitors, which is unlikely to diminish demand, given the success of the attraction.

Rates

The Chamber continues to express concern at expected rates increases for this year and years to come.

Rates increases for this year are expected to be 3.8 per cent, a new figure following recent additions to the Long Term Plan. This is unpalatable for businesses, particularly when inflation is running very low.

Businesses recognise necessary projects which protect the region's resilience and enhance the region's productivity, and these are the projects where rates are considered well spent.

We expect Council to take a financially prudent approach to project prioritisation and planning, rather than progressing a wish-list.

When projects are being considered that add to rates increases, and are not necessary for economic growth or resilience, we expect to see reductions made elsewhere.

OTHER

Water Resilience

Of great concern to the Chamber is the resilience of Wellington's water infrastructure.

As recently reported, Wellington faces up to 100 days' water loss should an earthquake occur. This is a hugely significant risk for Wellington, its businesses and citizens alike.



First and foremost, human life is dependent on water supply. From the Chamber's perspective, Wellington's business community would be detrimentally harmed should a major water infrastructure event occur.

Wellington's commercial existence is somewhat reliant on the eco-system which has been built around central government. In the event of such a significant water infrastructure disaster, government would likely be relocated, and with it would go a large portion of consumers which fuel the surrounding business community.

Government aside, without water businesses must cease to operate for health and safety reasons.

We cannot suggest a solution to this. We have observed slowly progressing discussions about a cross-harbour water supply which may be a solution. As reported, at the current rate of investment it will take 50 years before the ideal level of service provided will be adequate. That is too long to wait. We urge Council to act urgently with fellow local councils, Greater Wellington Regional Council and central government to address this.

International student strategy

The Chamber requests an update on the Council's international student strategy. Statistics released in December demonstrated an annual national increase of 13% in international students, with Auckland, Bay of Plenty, Waikato and Canterbury welcoming growth of 15-18%. Comparatively, Wellington saw only 8% growth and proportionately still retains only 6% of the national distribution of international students.

International education is now New Zealand's fifth-largest export sector, and incoming students add vitality to regional retail and service sectors. Wellington is not competing in this lucrative market despite the high calibre of our educational institutions. The Chamber looks forward to engaging on this topic further to work towards a regional strategy.

Leadership

Chamber members have indicated an ongoing disappointment in the leadership of Wellington region. In our most recent business confidence survey, when asked unprompted what barriers or issues they believed were holding back the Wellington region, one third of respondents cited leadership.

The business community continues to have an appetite for change in leadership structure, and when recently surveyed, more than two thirds of Chamber members believed the idea of a merger between Wellington City and Porirua City should be explored. When asked for their opinion on such a merger, 67 per cent supported it



being looked at, while 23 per cent opposed it. Many comments indicated that support would be influenced by the impact on ratepayers from each city, and that they would support it provided there was a thorough cost-benefit analysis.

WREDA

The Chamber is pleased to see the recently announced and long-awaited WREDA leadership team. This is an impressive group of experts who collectively bring the necessary expertise and knowledge of Wellington for success.

We now need to see action. We expect WREDA will take a high-level strategy and develop an operational plan that will include all relevant parties - business, the councils, the educators, tech and creative, the events people, tourism, and whoever else they need to take our economy forward.

Their strategy must have economic growth at its heart because if they get that right then everything else will follow.

The Chamber commits its support and will bring the business community to the table. As a key party in the plan that WREDA will need to formulate, the business community expects inclusiveness and transparency around Key Performance Indicators.

Views to inform constituents

To better inform our members ahead of the 2016 Local Government Elections, the Chamber will be preparing a Local Government Manifesto that will outline objectives the business community expects to see from candidates entering the upcoming term. This Manifesto will be distributed to candidates in due course.

CONCLUSION

The Council's plan for 2016/17 is promising. Resilience and economic growth are at the forefront of many businesses' minds and it is positive to see a focus in these areas. The announcement of WREDA's leadership team and progress towards an Urban Development Agency are two developments which increase the business community's confidence in its leadership.

Wellington Water's recent announcement emphasises the importance of addressing major infrastructural concerns in the region. This reminds us that great investment will be needed in this area, and lessens the tolerance for wish-list spending by Council on areas of less significance.

As the creative capital we encourage Council to use more creative ways to allocate spending and to prioritise what really matters.



To summarise:

Projects

- || The Chamber endorses policies which seek to reduce carbon levels in Wellington, provided these policies are well-balanced and considerate of all participants in the community. Given continued demand for private vehicle use it would be a negative Council policy to deter private vehicle use.
- || An Urban Development Agency is a necessary mechanism to stimulate economic growth. Specialist, independent talent needs to be attracted for the task.
- || We seek a clarified description of the 'Ngauranga to Airport – minor capital projects - \$375,000'.
- || With increased living wage provision, we would expect the equivalent, at least, in return of improved productivity by living wage recipients. As this is a Council-funded activity, we request a report on performance, namely an outline of the improvements to retention rate and performance of living wage recipients.
- || We seek clarification on spending intentions for cycleways in 2016/17.
- || Without a financial plan, a transfer of ownership of the Zealandia building to Council will not increase the value of this asset, and instead creates a liability to ratepayers. We suggest divesting of this asset.
- || We support Council intentions to take ownership of laterals.
- || We suggest arts funding be re-assessed. Where current funding recipients are operating sustainably, it is arguable on-going financial support is unnecessary and should be re-allocated to those more deserving of it.

Rates

- || Businesses recognise necessary projects which protect the region's resilience and enhance the regions productivity, and these are the projects where rates are considered well spent. We expect Council to take a financially prudent approach to project prioritisation and planning, rather than progressing a wish-list. When projects are being considered which add to rates increases, and are not necessary for economic growth or resilience, we expect to see reductions made elsewhere.

Other significant projects

- || Wellington's water infrastructure is dangerously risky. We urge Council to act urgently with fellow local councils, Greater Wellington Regional Council and central government to address this.



- || The Chamber requests an update on the Council's international student strategy.
- || The Chamber is pleased to see WREDA's leadership team. We now expect to see a strategy with economic growth at the forefront. All relevant parties, including the business community, must be included. Transparent Key Performance Indicators are expected.

The Chamber wishes to speak to this submission before Council.

Talava Sene

From: user.friendly.buildings@gmail.com on behalf of User Friendly Buildings
<Chris@PostOccupancyEvaluation.com>
Sent: Friday, 29 April 2016 9:36 a.m.
To: BUS: Annual Plan
Subject: Submission on Annual Plan

Dear Councilors

On behalf of C Watson Consultancy Limited, I urge the council to immediately cease its climate change projects and embark on climate stabilisation projects in support of New Zealand's aim of keeping the temperature rise below 1.5 degrees.

I would like to see independent experts relate the international 1.5 degree target to Wellington emissions and independently monitor progress. Emissions must include aviation, shipping bunker fuel and all greenhouse gas emissions into the atmosphere.

"Using this method, the NASA/NOAA data indicate that the period of January-March was 1.48°C (2.66°F) above that 1881-1910 baseline. That's easily the hottest three-month stretch on record for the planet and dangerously close to the numbers in the Paris Agreement goals."

(http://www.climatecentral.org/gallery/graphics/2016-temperatures-already-pushing-cop21-limits?utm_content=buffer5b3cb&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer)

By 1 December 2016 I would like the council to abandon its fossil fuel projects including the following.

- Abandon WIAL runway ambitions
- Sell all airport shares
- Reduce car parking
- Stop suburban sprawl (eg Johnsonville, Newlands areas)
- Stop widening roads
- Stop building new roads
- Stop building road tunnels
- Stop building a conference centre

I would like the council to dedicate itself to low/zero/negative carbon projects including as if our children's welfare depended on it:

- Remove road blocks to public transport corridor on the "golden mile" and public transport routes so that public transport moves freely at all times unless when stopping for passengers to board or alight by 1 December 2016
- Establish first class pedestrian promenades and arterial walkways by 1 December 2017
- Implement a congestion charge for private fossil fuel vehicles moving about the city by 1 December 2017
- Institute planning restrictions on private land use for parking private fossil fuel vehicles by 1 December 2017
- Rezone the rural land west of Wellington and Porirua to reforests for carbon dioxide sequestration and farm wind by 1 December 2018
- Build protected cycle ways connecting all suburbs of the city as well as Dutch, Danish, German or Swiss cities do by 1 December 2018
- Achieve 100% electric land-based public transport by 1 December 2019

Desist from encouraging tourism. Tourism is a low wage business according to Sir Paul Callaghan (<https://www.youtube.com/watch?v=OhCAyIlnXY>). Outbound tourism is a huge burden on the Wellington economy. Economic strategy to treat all businesses the same and reduce the rates burden would support business. Council is not equipped to predict winners.

Wellington has huge advantages compared to other cities to stop emitting carbon dioxide. The population is educated, wealthy, environmentally-focussed citizens and suburbs already aligned along tram routes. Local energy resources are super-abundant (wind, solar, tidal). The missing link is civic leadership.

I wish to be heard.

Yours sincerely

Chris Watson, Architect

C Watson Consultancy Limited

PO Box 9743

Wellington

New Zealand mobile phone [+64 21 158 7874](tel:+64211587874)

Talava Sene

From: Brian Hartley <bmsmhartley@yahoo.com.au>
Sent: Friday, 29 April 2016 9:33 a.m.
To: BUS: Annual Plan
Subject: Submission 2016/17 Annual Plan - Support for \$750.00 grant to Toitu Poneke

I support the funding of \$750.00 from Wellington City Council in 2016/17 for the Toitu Poneke Community & Sport Hub.

Kind regards,

Maria Hartley
Wellington Diving Club
16 Hinau Road
Hataitai 6021
Wellington
021 173 3559
bmsmhartley@yahoo.com.au

SUBMISSION FOR OUR LOW CARBON CAPITAL PLAN 2016/17

To whom it may concern,

My name is Laurie Foon and I have been the Wellington Coordinator for the Sustainable Business Network for two years and was a business owner for 25 years. I have lived in Wellington city all of my adult life because of the connection the people have to their environment and to each other, and the wonderful balanced lifestyle one can achieve here.

My personal goal is to see Wellington not just be the coolest little capital in the world but the Coolest little Sustainable Capital in the world, because we have competitive global opportunity to known as leaders and therefore benefit all activities/ businesses that come-out of Wellington because of our city's reputation.

This is a personal submission to say I fully support the three all areas in the strategy you have taken in the annual plan, Greening Wellington's Growth 20, Changing the way we move 30 and Leading by example.

I applaud you for becoming Cemar's accredited as this will hold you to task. The critical aspect will be getting all departments to recognise that sustainability impacts are a crucial part of their decision making.

PROCUREMENT

Procurement decisions across all departments will need to be aligned. And the council has mighty opportunity to show leadership by having a procurement policy that expresses businesses with a sustainability policy will be preferred.

EXECUTION

In terms of Eco City 2040 it seemed like there was no action plan aligned to this, and what goals were set did not seem to align with the cities goals– so it is great to see that the goals also talk to the living city and the growth strategy.

Well Done- this will have us all singing from the song sheet.

It will be important to keep rigorous check points along the way.

CHANGING THE WAY WE MOVE.

I commend and support all moves to enable us to make multiple transport choices.

I support all moves for more cycle ways.

If 300 cyclists were clocked at the Basin reserve on April 20th, that is possibly 300 cars off the road.

I am sorry that the first cycle way did not receive the open arms it deserved, but I do give full credit to Mayor Celia Wade Brown for going through this with such professional dignity.

Please keep the cycle ways coming, we will get there.

EV infrastructure and support of transition- I fully back moves toward this.

WASTE REDUCTION

This is something I feel very strongly about.

There are many improvement's that can be made here. If we can be a smoke free city, we can also aim to become a zero waste city.

Businesses should not be allowed to throw out what they do and could take more ownership of this. A carrot and stick approach would start to change this behaviour. More support for Waste audits at the Sustainability Trust would be great.

AIRPORT EXTENSION

From a growth perspective I appreciate the need for this. However I am not fully convinced of the economic and environmental case for it.

I think a lot of Wellington is not fully convinced either.

I am concerned for the area and what affect the extension might have on the surf- another great aspect of living in Wellington.

Can we please have a neutral body give us a clearer understanding of the impacts both environmental and economic before these moves ahead?

I do support moves toward this at this point.

As a Wellingtonian I am so proud of the great communities, our beautiful landscape that we are enhancing and I am so proud of our action toward having a positive environmental impact. This is a world gem.

Thanks all and keep up the great work.

Laurie Foon

Annual Plan 2016/17 consultation

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submission form

Visit wellington.govt.nz/ap2016-17 if you want to submit online. Submissions close 5pm, Friday 29 April 2016.

Enter your name and contact details

Mr Mrs Ms Miss Dr

First name *Chris*

Last name *Greenwood*

Street address *9 Taipakupaku Rd,*

Suburb *Karaka Bay Heights* City *Wgtn*

Phone *(04) 934 9101*

Email *cgreenwood@paradise.net.nz*

I would like to speak at a submission hearing Yes No

I am making this submission as an Individual Organisation

Name of organisation

Annual Plan 2016/17 consultation survey questions

Low-carbon capital

- 1) Do you support Wellington City Council's aspiration to be the "low-carbon capital"?
- strongly support support neutral oppose strongly oppose

Comments:

** Ban cars from Lambton Quay to encourage greater use of public transport.*

** Encourage GWR council to extend use of trolley buses.*

- 2) Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?

Yes No

If not, what else could be done?

- 3) Do you agree with the recommended emission reduction targets for the city?

2020: 10 percent reduction
2030: 40 percent reduction
2040: 65 percent reduction
2050: 80 percent reduction

Yes No

Comments:

Urban Development Agency

Should the Council establish an Urban Development Agency to:

NO!

4) lead and co-ordinate the physical regeneration of strategic parts of the city?

 Yes No

5) parcel land together and increase the supply of affordable housing?

 Yes No

6) deliver large-scale Council developments?

 Yes No

7) demonstrate good practice in housing development urban design and sustainability?

 Yes No

8) take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?

 Yes No

Comments:

p9 13: I oppose CCOs.
 * For profit CCOs are answerable to shareholders - not ratepayers - Profits are privatised, costs are socialised.
 * Nos 4-8 should remain inhouse + not formed into a separate company.

Food Act fee changes

9) The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

 Yes No

If not, what is your preferred approach?

Zealandia Governance

10) Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

 Yes No

If not, what should happen to the governance of Zealandia?

11) Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

 Yes No

If not, how should the Trust's balance sheet pressures be addressed?

Kilbirnie Business Improvement District

12) Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

Yes No

If not, how should the BID be funded?

Other initiatives

13) Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Initiative	Do you agree the Council should fund this initiative in 2016/17?		Is this one of your top five preferred initiatives?	
Lyall Bay Foreshore Resilience Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Toitu Poneke Sports Hub	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ngauranga to Airport - minor capital projects	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Johnsonville Library Kindergarten purchase	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Living Wage	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Community Grants changes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
New Outdoor Events Series	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Toi Poneke support	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Placemaking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Middleton Road	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Council art collection	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

14) If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments: Rates should remain at 3.6%

- * Save money by cancelling Frank Kitts Park realignment
- * Cancel plans to extend runway - no good business plan has emerged; Infratil not prepared to pay; no airlines (long haul) interested in using extended airport runway.
- * Withdraw funding for proposed convention centre and movie museum. Private enterprise should provide funding.
- * Councils should stick to core responsibilities, not take on dodgy ventures.

Private wastewater pipes (laterals)

15) Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

Yes No

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 or older

Have you ever made a submission on a draft Annual 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 Cook Island Chinese Other (such as Dutch, Japanese, Tokelauan, Somali)
 Māori Tongan Indian **Please state:**
 Samoan Niuean

Privacy statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Annual Plan. All information will be held by Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information). If you would like your personal information withheld, please let us know by contacting us on BUSAnnualPlan@wcc.govt.nz

1st fold here - fasten here once folded

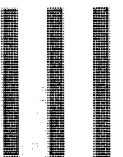
Other issues/matters or general comments

* Opposed to building on Jack Illot Green.
* Support immediate strengthening of town Hall
Money can be found from cancellation of big projects mentioned in No. 14 of This document.
Basin Reserve * -> Support original grandstand - (The one now closed) to be strengthened and restored and protected as a heritage building.

2nd fold here

Free Post Authority Number 2199

Absolutely Positively Wellington City Council
Me Hika Ki Pātaka



FREEPOST 2199
Annual Plan 2016/17 consultation
Wellington City Council
Policy and Reporting (COPO08)
PO Box 2199
Wellington 6140

Talava Sene

From: BUS: Annual Plan
Subject: FW: WCC SUBMISSION - Provision of public drinking water fountains with bottle refilling stations
Attachments: WCC SUBMISSION ON WATER FOUNTAINS_FINAL.pdf

From: Anna Fergusson [<mailto:anna@healthyfuturefamilies.org>]
Sent: Friday, 29 April 2016 9:10 a.m.
To: GRP: Public Participation
Subject: WCC SUBMISSION - Provision of public drinking water fountains with bottle refilling stations

Hello,

Please find attached the HFF Trust and the Child Obesity and Type 2 Diabetes Prevention Network submission.

We would like to present this as an oral submission to Council I understand that the submissions will be in the week of the 9th May. If possible, could we please have our submission heard on the 12th May after 10am?

Thank you.

I look forward to hearing from you.

Kind regards,

Anna Ferguson

--

Dr Anna Ferguson B.D.S | Sweetened Beverages Project Manager

Healthy Future Families Trust

PO Box 22080, Khandallah, Wellington 6441

e: anna@healthyfuturefamilies.org

w: www.healthyfuturefamilies.org



**2015
Regional
Community
Awards**
Wellington City
Finalist



Submission

To: Wellington City Council

From: The Healthy Future Families Trust and the Child Obesity and Type 2 Diabetes Prevention Network (membership list attached).

Tess Clarke, tess@healthyfuturefamilies.org, 021 184 7784

Dr Anna Ferguson, anna@healthyfuturefamilies.org, 021 050 4513

The Network and HFF Trust would like the opportunity to present the submission to the Wellington City Council. Please contact Tess Clarke or Anna Ferguson.

Subject: Provision of public drinking water fountains with bottle refilling stations.

Recommendation: Increasing the number of public water fountains with bottle refilling stations, particularly in areas where children, adolescents and families gather. This will support health for the community WCC serves and the environment.

Background

The Healthy Future Families Trust (HFF Trust) promotes healthy lifestyles in the Wellington region with the specific aim of reducing obesity and type 2 diabetes, particularly in children. We are writing on behalf of the Child Obesity and Type 2 Diabetes Prevention Network (the Network). The Network is a multidisciplinary group of over 115 Wellington-based professionals with a shared concern about the prevalence of childhood obesity and its associated conditions. Its members include diabetes nurse specialists, endocrinologists, paediatricians, dietitians, researchers, public health specialists, dentists, NGO and local government representatives, exercise specialists, teachers and marketing experts. Details of the Network members are attached as Appendix 1.

This submission is seeking support from the Wellington City Council (WCC) to increase the number of public water fountains with bottle refilling stations^a in the city, especially in areas where children and families gather. The availability of, and easy access to, public water fountains ensures that the people are able to easily make the healthy choice of water. In the absence of public water fountains, people are more likely to purchase water or cheaper nutritionally-void, sugar-sweetened beverages. Furthermore, the waste associated with bottles and cans negatively impacts the environment.

The consumption of sugar-sweetened beverages is associated with an increased risk of tooth decay, weight gain, type 2 diabetes, gout and poor bone health.¹⁻⁴

New Zealand children are the third most overweight and obese children in the OECD.⁵ In 2014/15 just over one in five New Zealand children aged 2-14 years were overweight (21.7%) and one in ten (10.8%) children were obese. Obesity prevalence is significantly higher for Māori and Pacific children, and children from the most deprived neighbourhoods.⁶

Child obesity is a key risk factor in the development of type 2 diabetes.^{7,8} Paralleling the increasing prevalence of child obesity in New Zealand is the increasing incidence of type 2 diabetes in New Zealand children.⁹⁻¹⁰ Traditionally a disease diagnosed in older adulthood, children as young as 7y are now presenting with the disease.^{9,10}

The immediate and long-term consequences of overweight and obesity, and type 2 diabetes are considerable. Children's quality of life is substantially reduced, and they are at greater risk of developing other chronic conditions such as cardiovascular disease, musculoskeletal disorders, and mental health problems.^{11,12} If developed in childhood, many chronic conditions continue through into adulthood. Such conditions also place substantial financial burdens on individuals and society.^{13,14} Consequently, child overweight and obesity, and its related conditions, have been identified as a key issue facing children and society that require urgent action.^{15,16}

The recent World Health Organisation Report of the Commission on Ending Childhood Obesity (WHO ECHO report) concluded that children are growing up in an obesogenic environment, one that encourages weight gain and obesity.¹⁷ Added sugar is a key dietary contributor to total energy intake and obesity, and a significant causative factor of tooth decay. Sugar-sweetened beverages are of particular concern because they are cheap, energy-dense and nutrient-poor. Sugar-sweetened beverages alone contribute 6-8% of New Zealand children's total energy intake, accounting for about a quarter of the total sugars consumed by them (24% children aged 5-14y; 28.2% children aged 15-18y).^{18,19} It is also greater than the 5% limit on sugars

^a Hereafter referred to as public water fountains

intake recommended by the WHO.²⁰ A substantial proportion of New Zealand children consume sugar-sweetened beverages more frequently than recommended (less than one glass (250ml)/week).²¹ Hence, WHO has recommended that consumption of sugar-sweetened beverages be restricted, and the World Cancer Research Fund has recommended that consumption be avoided.

A key to restricting and avoiding sugar-sweetened beverage intake is changing people's environment and providing settings where it is easier for them to make the healthier choice of water. The WHO ECHO report states that "obesity prevention and treatment requires a whole of government approach in which policies across all sectors systematically take health into account, avoid harmful health impacts and thus improve population health and health equity".¹⁷

Currently, accessing free drinking water in the Wellington CBD is difficult, especially in spaces frequently visited by children. The HFF Trust recently consulted a range of people to determine their knowledge about accessing free water in the city. Most people reported being unable to access free water, and struggled to name locations where they could access it. The WCC website lists the locations of water fountains in the city, but citizens are not aware of them, and struggle to visualise them even when their location is described. Parents reported that they often resorted to buying sugar-sweetened beverages. One parent reported having taken her children to a café to fill up their drink bottles, but was turned away unless she purchased food in the café. Teenagers also reported buying sugar-sweetened beverages because they were cheaper than bottled water. These stories do not portray Wellington as a health-promoting city.

The provision of public water fountains in Australian and other New Zealand cities sets a precedent for action by city councils, and demonstrates their commitment to making water a healthier and easier choice. For example, the City of Melbourne, in collaboration with Vic Health, recently installed 60 water fountains across the city and promoted the initiative by distributing 11,000 reusable water bottles. The locations of the water fountains are available on the Melbourne City website, and a free smart phone app enables people to find the location of the closest water station. On the City of Melbourne website, the Lord Mayor states "there's no need to spend on bottled water, which is damaging for the environment, when we have water fountains around the city where you can fill up your reusable bottle....It's good for the environment, good for the pocket and good for the body".²²

In New Zealand, Nelson, Queenstown and Tauranga cities have been proactive in providing access to free drinking water. For instance, the Nelson City Council has installed water fountains across the city. Other organisations such as the Nelson branch of the New Zealand

Dental Association and the City of Nelson Civic Trust, have provided funding for additional water fountains. Such action shows councils' commitment to working collaboratively with community partners to improve children's health and reducing environmental waste.

Excessive sugar consumption also has negative long-term economic impacts for communities through the direct costs of increased health care, and indirect economic costs through the loss of productivity. A recent report by Morgan Stanley Research identified that at current consumption levels, New Zealand's economic growth would reduce by more than 20% as a result of the health impacts associated with sugar consumption.²³ We note that in the WCC's Wellington Towards 2040: Smart Capital the goals for the city include: a healthy, vibrant people-centred city; the protection and enhancement of quality of life; and the generation of productivity at a faster rate than the economy as a whole.²⁴ Without action, it is possible the economic impacts described will hinder the achievement of the WCC's goals for the city to 2040.

Members of the Network acknowledge that vandalism of the water fountains are a concern. However, Perth City Council, which led the way on public water fountains in Australia, report vandalism of their public water fountains has not been an issue.²⁵ Queenstown Lakes District Council report similar findings.²⁶

Recommendations

The Network commends the WCC on allocating \$25,000 in the existing budget to installing public water fountains along the Great Harbour Way. In view of the obesity epidemic we propose that the WCC funds the installation of more public water fountains in areas where children, adolescents and families frequently use. Initially, we would suggest lower Cuba Mall (near Manners St), Civic Square and Midland Park. We recommend new and existing water fountains are signposted in the same way public toilet facilities are signposted. We would recommend a uniform design that is easily recognised. Figures 1-4 illustrate a variety of public water fountain installations by the City of Melbourne, Lakes District Council (Queenstown), Nelson City Council and City of Perth. We would also suggest that the locations of the water stations are featured on the WCC website, and made easily accessible via smartphones through integration with a suitable map enabled app. We suggest that WCC conduct a campaign to promote water as the healthy, easy choice.



Figure 1: City Of Melbourne Hydration Station.



Figure 2: Queenstown Lakes District Council Drinking water refill station



Figure 3: Nelson City drinking station



Figure 4 : City of Perth Drinking fountains and water refill stations.

We suggest that the installation of a water fountain becomes a requirement of the consent process in all future developments, especially in areas that are likely to be frequently used by children and families.

To extend the availability and accessibility of free water to the public, the Healthy Future Families Trust are willing to facilitate private sponsorship of water fountains across WCC. We are aware that such an arrangement has already been offered by the Wellington branch of the New Zealand Dental Association.

In conclusion, the Network believes that achieving good health for all requires solutions that transcend the health sector. We believe that health must be a fundamental objective underpinning WCC decision-making in developing a resilient city. We believe that the provision

of public water fountains would be an important step in supporting a healthy environment for those living in and visiting Wellington, with benefits extending across health and the environment. The HFF Trust looks forward to working with WCC to support those in our community to live healthy lives.

This submission was prepared by trustees of the Healthy Future Families Trust with the Child Obesity and Type 2 Diabetes Prevention Network. All the members of the Network have agreed to have their contact details and organisation named in an appendix to this submission to recognise their high level of support for this proposal.

References

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APPENDIX: Child Obesity & Type 2 Diabetes Prevention Network Membership List.

NAME	POSITION
Tess Clarke	Clinical Nurse Specialist - Diabetes Inpatients
Dr Moira Smith	Research Fellow, PhD Candidate and Dentist
Lorna Bingham	Diabetes Nurse Practitioner
Pip Cresswell	Diabetes Research Nurse
Dr Amanda D'Souza	Public Health Physician, Senior Lecturer (PhD candidate)
Dr Gabrielle Jenkin	Post-Doctoral Research Fellow
Associate Professor Louise Signal	Associate Professor
Kirsty Newton	Diabetes CNS - Adolescents / Young Adults
Associate Professor Jeremy Krebs	Consultant & Clinical leader Diabetes/Endocrine
Dr Amber Parry-Strong	Research fellow & Diabetes Dietician
Caroline Gordon	Active Communities Manager
Dan McNaughton	Owner/Personal Trainer
Steve Rickard	Owner/Personal Trainer
Nikki Chilcott	Central Region Manager – Health Promotion
John White	Research Officer/ PhD Candidate Public Health
Casey Williams	Parent Coordinator
Dr Janine Williams	Teaching Fellow
Annaleise Goble	National Project Manager
Dr Esko Wiltshire	Associate Professor Paediatrics/Paediatric Endocrine Consultant
Sera Tapu-Taala	Diabetes CNS Kenepuru

Gilli Lewis	Paediatric Diabetes CNS
Dr Nitin Rajput	Paediatric Registrar
Lindsay McTavish	Diabetes CNS and CNM
Maurice Priestley	Population Health Advisor
Liam MacAndrew	Media/Communications Advisor
Jeannine Stairmand	Health Promotion Certificate Coordinator
Debbie Rickard	Nurse Practitioner – Child Health
Ann Gregory	Paediatric dietician
Raewyn Sutton	Manager – Health Promotion
Emma Hickson	Director of Nursing, Primary Health Care & Integrated Care
Ruth Richards	Public Health Physician, Health Promotion
Emma Skudder	Service Integration & Portfolio Manager – Women’s and Children’s Health
Vicki Robinson	Public Health Advisor, Preventative Health and Chronic Disease Group
Lesley Gray	Senior Lecturer, Primary Health Care & General Practice
Dr Anna Fergusson	Dentist
Dr Rosemary Hall	Endocrinologist
Heather Campbell	Midwife/ CNS – Diabetes in Pregnancy
Kathy McConville	Physical Activity Advisor
Siaosi Anamani	Health Promotion Coordinator
Vanessa Broughton	Physical Activity Advisor
Sarah Milne	Healthy Families Coach
Susan Knox	PhD Candidate

Nicky Boughtwood	Area Coordinator
Julie Cedarman	Fundraising Coordinator
Gabriel Ribero	Owner/Personal Trainer
Maria Hakaraia	Clinical Midwife Specialist Lactation (Maori and Pacific)
Fran McEwen	Wellington City Council
Inge Mautz-Cooreman	Project Manager
Luiza Rigutto	Teacher/HOD Technology
Jo Stewart	Senior Dietitian
Trish Knight	Occupational Health & Wellness Advisor
Kathryn Hutchinson	Year 13 Dean & Social Science teacher
Judith Yeabsley	Healthy Eating Advocate
Christine Curry	Diabetes Nurse
Dr Marion Leighton	General Physician
Dr Ashley Bloomfield	Director
Dr Jayne Krisjanous	Senior Lecturer, School of Marketing & International Business Studies
Nicola Potts	Food, Nutrition & Hospitality Teacher
Mary MacFarlane	Food & Nutrition Teacher
Sene Kerisiano	Senior Advisor, Public Health
Robin White	Executive Officer
Janine Nash	Health Promoting Schools
Catherine Nelson	Student Health Nurse
Erin Searle	Diabetes Nurse Specialist
Kathryn Levy	Nutrition & Food Technology teacher

Meg Thorsen	National dietitian
Mary-Jane Smith	Paediatric Staff Nurse
Libby Paterson	
Michelle Green	HOD Nutrition and Food Technology
Todd Morton	Manager
Mike Mercer	Manager – Sport and Recreation
Hayley Goodin	Manager – Healthy Families NZ Lower Hutt
Catherine Nelson	Student Health Nurse
Dr Riz Firestone	Research Officer
Rob Quigley	Director
Miranda Walker	Clinical Nurse Specialist - Diabetes
Mary Te Whiu	School Nurse Porirua College
David Fa'atafa	Pacific Health Committee
Dr Osman Mansoor	Public Health Physician
Tricia Keelan	General Manager – Maori and Population Health
Siddhartha Mehta	Health Promotion Coordinator – Urban Environments
Nooroa Kippenberger	Community Health Worker – Nutrition and Physical Activity
Brianna Dean	Health Promotion Coordinator
Jennie Henton	
Vikki Ambrose	Health Promotion Advisor Nutrition and Physical Activity & Tobacco Control
Michael Hale	Public Health Physician

Katherine Stokes	Head of Food Technology/Hospitality
Jessi Morgan	Projects Manager
Geoff Simmons	CEO
Nick Castro	MAEd/PhD Student
Delwyn MacKenzie	Life-style Nutrition and Natural Health
Jane Wyllie	Dietitian, Preventative Health and Chronic Disease Group
Renee Vitale	Healthy Communities Advisor
Jessica Jones	Health Promotion Advisor – Healthy Communities
Dr Robyn Haisman-Welsh	Dentist
Dr Javier Stroud	Medical Registrar
Debbie Hughes	Diabetes Nurse
Candice Apelu	Project Manager – Pasifika Choice Project
Rachel Bridgeman	
Heather Cotter	National Training Coordinator
Helen Lockyer	
Henry Iona	Public Health Advisor, Community Health
Lucy Leppard	Health 4 Life Educator
Chris Te'o	Health Promoter & Pacific Health Advisor
Sherylene Orsborn	Personal Trainer
Emma Smith	
Paulien van Geel	Community Engagement Advisor
Alison Pask	Community Dietitian
Cheryl Linge	CEO

WCC submission – Annual plan Low Carbon Capital 2016

Introduction.

It is good to see vision for a Low Carbon capital, with planning that will increase cycle-ways, electric charging stations, higher density building, ongoing smart energy challenges and phasing out minimum parking requirement. I like the statement “acting to reduce emissions helps the city as a whole” P.6.

When setting emission targets we need to keep mindful of

- a) If we don't meet said targets, we will get further behind, and the damage to infrastructure, roads, seawalls, and coastline property will require further council funds and no doubt fossil fuel construction emissions to repair. Hence the targets are only realistic if we stick to them **every year**.*
- b) The changing situation (as outlined by scientific consensus) and the need to adjust our targets if changing climate and sea-level rise predictions worsen.*

With this in mind I would like to recommend the following action points from WCC:

- 1 Adoption of a reliable means of being held to **account** for set targets, preferably carried out by a non WCC expert body, and meaningful repercussions if targets aren't met. This is to help ensure WCC doesn't continue miss it's targets as occurred 2013, when the target of 3% reduction resulted in a 1.5% increase in emissions. (p.15 Draft annual plan). Investigation of why this occurred needs to be undertaken, and addressed. (p.12 Draft annual plan) states *“Whilst we implemented or completed nearly every action point in the 2013-15 Climate Change Action Plan we still failed to meet our targets. This implies that our targets were not sufficiently linked to the actions that were chosen”*.
- 2 Given the accelerated climate change we are currently seeing, all targets should be checked with scientific experts, and the 2020 target is dubious. WCC have changed the base year to 2014/15 (previously 2003). This seemingly is used to justify a change from the original 40% 2020 target to the new 10-15% 2020 reduction. However emissions only dropped by 1.8% between 2000/01 and 2014/15, so we have 4 years to make up the 38.2% reduction to meet the 40% target that was set. So lets target 38.2% reduction by 2020. This is my best reading of the figures but I admit they are complex to understand.

If we never try to make up for the missed targets, it's like a dieting person reducing their target weight loss after every failed dieting week.
- 3 Emissions need to be honest so inclusion of International aviation and agriculture are essential (Much produce consumed by Wellingtonians is grown elsewhere and transported to Wellington). Domestic aviation was 17.5% of emissions (2010) and 19% (2015), but didn't include international, which some statistics show international travel rose by 11% in 2015/16. We are told there is no data, so obtaining some is important.
- 4 A team of people dedicated to working with the community to provide accurate data, and

positive options for Wellingtonians to contribute at a personal, local and national level to slow the rate of climate change. People need to be assisted to move from a mindset of unfettered consumerism and waste production, toward the real environmental cost of purchases, activities and waste. Making a difference to the transport emissions will only happen if there is an urgent change in people's attitudes, expectations and behavior. An example may be a move toward more skype conferences rather than air travel where travelling is not essential

- 5 WCC to fully commit to divesting from fossil fuels in their own investment portfolio, in order to take a stand against Fossil fuel exploration and extraction. The books of Fossil fuel companies already have 5 times the amount of Fossil fuels capable of raising the global temperature by the critical two degrees. Dunedin City Council has already made the commitment to this, and we understand is currently being considered by Auckland Council.
- 6 Real Incentives be devised this year (not over the next 2 years as stated on p.25) for people to build sustainably, to reduce wastewater and waste.
- 7 Incentives should also be in place for decreasing vehicle usage and fostering cycling, walking and using public transport. Public transport should be significantly cheaper than car travel... at present many journeys are actually cheaper in a car. Whilst the plan quotes that one fifth of all vehicles should be electric by 2030 if we wish to keep 2 degree limit, developed countries ought to make the switch more quickly, as developing nations have less capacity to do so, and growing populations. Perhaps as cars come up for replacement, there should be more incentive/compulsion to replace with electric.
- 8 WCC work with regional council to put more effort and funding into creating a reliable, affordable public transport system including a green alternative to diesel buses. There needs to be a faster system to get across town than the half hour crawl up Lampton Quay, along Courtney place. Further exploration of the benefits of light rail, and avoidance infrastructure that may preclude it's development as an option in the future Further separate bus lanes could be another alternative.
- 9 Better and safer Cycle routes for getting across town, especially East to West and South to North, considering separation from vehicles. Allowance for bikes on train at peak hours, given that many people use a bike for the trip between train and workplace. WCC to work together with existing groups who have expertise in these areas. Copenhagen for example has converted some roads to one way, with the other lane being used as a bi-directional cycly-way.
- 10 Actively discourage induced traffic by opposing the building of further motorway infrastructure within the city, and provide appropriate park-and-ride facilities on the city's outskirts to encourage private vehicle users entering the city by motorway to park outside the inner city and use public transport or active modes within the inner city

- 11 Relinquish the airport extension plan as it runs counter to reducing emissions. No figures have been provided to back up the notion that somehow this plan will reduce emissions, but there are projected figures that indicate the opposite (2014 URS greenhouse gas report). If you add international flights but don't decrease domestic how does that result in decreased emissions. Surely overseas visitors will wish to visit Christchurch or other centres whilst holidaying here. We should be encouraging people to begin reducing their air-travel not making it easier for them. Air travel is usually the largest emission source for the individual if they make one overseas flight to London equivalent per year.
- 12 The climate change initiatives must not work in isolation, but be supported by other arms/policies of council. The airport runway extension team, for instance, need to be working with the climate change team. See P 13: Action on climate change mitigation and adaptation makes sense economically as well as environmentally.
- 13 Further thought also needs to be given to the needs for adaptation. How is coastal-lying infrastructure and residents being prepared for future changes.

Occupation: Hospice day program co-ordnaotor

NB: This submission has been commented on and incorporates ideas from Victoria university climate change staff and many other groups around Wellington.

I would like return comments on each of these points. Many thanks

Christine Thomson
6 Austin Terrace
Mount Vctoria
Wellington
27.4.16



Talava Sene

From: oliver newman <oliver.newman66@gmail.com>
Sent: Tuesday, 3 May 2016 8:15 a.m.
To: BUS: Annual Plan; chair@lyallbayslsc.org.nz
Subject: 'Submission: 2016/17 Annual Plan - Support for Lyall Bay Surf Life Saving Clubrooms'

Dear Councillors,

I support the funding of \$1 million from Wellington City Council for the Lyall Bay SLSC new community clubrooms. We want this funding to remain with the Lyall Bay community clubrooms in the next annual plan financial year.

Yours sincerely,
Oliver Newman
107 Park Rd, Miramar, Wellington
0221406867

Let's Make Sure Wellington is a People-Centred City. Put the Living Wage in the 2016/17 Annual Plan.



Wellington City Council voted to support becoming a Living Wage council in July 2013. Big steps have been taken towards this goal, but there is still a long way to go.

The council can show it wants Wellington to be a people-centred city by including its commitment to become a Living Wage Council in the 2016/17 Annual Plan.

Paying the Living Wage to all council staff — directly employed and those employed via contractors and in CCOs — was overwhelmingly supported in public consultation for the 2014 Annual Plan and the 2015/25 Long Term Plan.

Now let's make sure the job is finished and Wellington City Council becomes a Living Wage Council by taking these steps:

1. Matching the minimum rate paid to the council workforce to the current NZ Living Wage rate
2. Extending the Living Wage to low-paid workers employed via contractors and in CCOs
3. Putting in place a plan to become a fully-accredited Living Wage employer by June 2018

The Council has voted to become a Living Wage council. The people of Wellington have backed this. Now it's time to make the commitment to the Living Wage a reality.

Name: *Katya Ballos*

Address: *89A Pirie St. Mt-Vic*

Email: *katya.ballos@gmail.com*

Telephone:

Signature: *K Ballos*

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Name: *Margaret Wainape*

Address: *77 Constable St*

Email:

Telephone:

Signature: *Margaret Wainape*

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Name: Lisa Perigo
 Address: 16 Sutherland Crescent
 Email: blrh@clear.net.nz
 Telephone: 0274539605

Sopnetter

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Name: Anna Shaw
 Address: 29B Sotherland Rd Melrose
 Email: annabardenshaw@gmail.com
 Telephone: 02 74581257

Signature:

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Name: Tokerau Wilson
 Address: 3/153 Owen St.
 Email: bigfatraro@gmail.com
 Telephone:

Signature:

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Name:

Stephanie Robertson

Address:

19/1 Tasman St, MtCook

Email:

Telephone:

0212233147

Signature:

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Name: *Hax Smith.*
 Address: *36 - Cheshire Street.*
 Email: *teparhiguy@gmail.com.*
 Telephone: *0204.088-5739*



GUARDIANS OF THE BAYS

www.guardiansofthebays.org.nz

SUBMISSION BY THE GUARDIANS OF THE BAYS ON THE WCC LOW CARBON PLAN

Dr Sea Rotmann, May 3, 2016

It is good to see vision for a Low Carbon capital, with planning that will increase cycle-ways, electric charging stations, higher density building, ongoing smart energy challenges and phasing out minimum parking requirement. We like the statement *"acting to reduce emissions helps the city as a whole"* on page 6. However, this unfortunately cannot be taken as a serious statement with the airport and aviation emissions only being mentioned once in the plan on page 10: *"On the other hand, we have a major international airport within the city limits, so we are credited with the emissions of nearly all of the region' s domestic air travel. This creates multiple complex challenges – with less forestry we aren' t able to offset as much; and with aviation being a substantial contributor to our transport emissions, greenhouse gas reductions will be driven by the availability of international solutions for aviation such as biofuels or gains in aircraft efficiency."*

Waiting for international solutions for aviation and not counting our international aviation emissions as part of the city' s emissions profile, as well as supporting the extension of the runway to double flights (including long-haul international flights) by 2030, is highly disingenuous. According to Adam Voulstaker' s numbers (<http://guardiansofthebays.org.nz/re-blog-adam-voulstaker-desolation-of-smog/>):

- Nearly a quarter of all CO2 emissions in Wellington are from the airport according to a URS council commissioned report – this is not mentioned in the plan.
- Domestic Aviation emissions have increased 50% in Wellington from 2001, almost equal to petrol emissions.

When setting emission targets we need to keep mindful of:

1. If we don' t meet said targets, we will get further behind, and the damage to infrastructure, roads, seawalls, and coastline property will require further

Council funds and no doubt fossil fuel construction emissions to repair. Hence, the targets are only realistic if we stick to them every year.

2. The changing situation (as outlined by scientific consensus) and the need to adjust our targets if changing climate and sea-level rise predictions worsen.

With this in mind I would like to recommend the following action points from WCC:

- Adoption of a reliable means of being accountable for set targets, preferably carried out by a non WCC expert body, with a meaningful system of addressing failure to reach targets. This is to help ensure WCC doesn't continue to miss its targets as occurred 2013, when the target of 3% reduction resulted in a 1.5% increase in emissions (p.15 Draft Annual Plan). Investigation of why this occurred needs to be undertaken, and addressed. And this excludes counting aviation emissions properly, which would have increased the % of missed targets.
- Given the accelerated climate change we are currently seeing, all targets should be checked with scientific experts, and the 2020 target is dubious. WCC have changed the base year to 2014/15 (previously 2003). This seemingly is used to justify a change from the original 40% 2020 target to the new 10-15% 2020 reduction. However, emissions only dropped by 1.8% between 2000/01 and 2014/15, so we have 4 years to make up the 38.2% reduction to meet the 40% target that was set. So let's target 38.2% reduction by 2020.
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- A team of people dedicated to working with the community to provide accurate data, and positive options for Wellingtonians to contribute at a personal, local and national level to slow the rate of climate change. People need to be assisted to move from a mindset of unfettered consumerism and waste production, toward the real environmental cost of purchases, activities and waste. Making a difference to the transport emissions will only happen if there is an urgent change in people's attitudes, expectations and behavior. An example may be a move toward more skype conferences rather than air travel where travelling is not essential.
- WCC to fully commit to divesting from fossil fuels in their own investment portfolio, in order to take a stand against fossil fuel exploration and extraction.

The books of fossil fuel companies already have 5 times the amount of fossil fuels capable of raising the global temperature by the critical two degrees. Dunedin City Council has already made the commitment to this, and we understand is currently being considered by Auckland Council. This may mean breaking some of its cozy relationship with Infratil and its various fossil fuel-dependent subsidiaries such as NZ Bus and the Wellington International Airport.

- Relinquish the airport extension plan as it runs counter to reducing emissions. No figures have been provided to back up the notion that somehow this plan will reduce emissions, but there are projected figures that indicate the opposite ([2014 URS greenhouse gas report](#)). If you add international flights but don't decrease domestic how does that result in decreased emissions. Surely overseas visitors will wish to visit Christchurch or other centres whilst holidaying here. We should be encouraging people to begin reducing their air-travel not making it easier for them. Air travel is usually the largest emission source for the individual if they make one overseas flight to London equivalent per year.
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- Further thought also needs to be given to the needs for adaptation. How is coastal-lying infrastructure and residents being prepared for future changes? How resilient and sustainable is this airport where it is currently located?

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Name: Diane Snape
 Address: 2 Turvey Rd, Mangonui, 0442
 Email: dianesnape@gmail.com
 Telephone: 09 4062389

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Name: *Dayna Kosega*
 Address: *12 Fisk St, Naenae*
 Email: *dayna.kosoga@gmail.com*
 Telephone: *0211498772*

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Name: KAT FALEPAM

Address: 54 DANIELL ST, WELLINGTON

Email:

Telephone: 0211543919

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Name: *Katy Kosega - [Signature]*
 Address: *67A Randwick Crescent, Moera*
 Email: *Katy.kosega@gmail.com*
 Telephone: *02108410756*

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Name: *Marianna Pekar Man-Pol!*
 Address: *12/37 Daniell Street, Newbarn Wellington*
 Email: *marianne.pekar@gmail.com*
 Telephone: *021 131 9793*

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Name: *KAM MELLARS*

Address: *20/25 Daniell St, Newtown*

Email:

Telephone: *021 1377 264* *Kam Mellars*

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Name: Alan Windsor
 Address: 48 RHINE ST, ISLAND BAY
 Email: alanwindsor@hotmail.co.nz
 Telephone: 021 1483271

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Name:

Sue Windsor

Address:

48 Rhine St, Island Bay, Wgh

Email:

suew@nzcta.org.nz

Telephone:

0276655489

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Name:

Address:

Email:

Telephone:

Kieran Monaghan
87 Happy Valley Road
mr.sterile@paradise.net.nz
~~021~~

Signature

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Stephanie Rodger

Name: *Stephanie Rodger*

Address: *77.6 Warrington Ave, Newlands*

Email: *stephaniec.rodger@gmail.com*

Telephone:

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Name: C. LOUGHNAN *C. Loughnan*

Address: 169 Grafton Road

Email: LOUGHNAN CHRISTINE@GMAIL.COM

Telephone: 027 527 4747.

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Name: *Fuifui Anae.*

Address: *119a Ironside Road*

Email: *Fui.Anae@wll.govt.nz*

Telephone: *02102724450*

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Name: *Diane Bradshaw*

Address: *19 Thornycroft Ave, Lower Hutt*

Email: *dcbadshaw@hotmail.com*

Telephone: *0211 704 803.*

Signature: *DBradshaw.*

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Name: *TERESA BRADSHAW*

Address: *197 MANUKAU AVE EDUM WGN*

Email:

Telephone: *021 2946950*

*Signaling
T Bradshaw*

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Name: Lorenda Kilim

Address: 30 SPUR GROVE, TAITAKI ISLAND

Email: lorendak.uk@gmail.com

Telephone: 021 212 3703

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Name: David Donaldson
 Address: 143 Severn St Island Bay
 Email: daviddon@extra.co.nz
 Telephone:

Signature: David Donaldson

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Name: *Gerard Bellam*
 Address: *866 Volga St, Island Bay*
 Email: *bellam@netservice.com*
 Telephone: *04 934-8317*

Signature: *Gerard Bellam*

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Name: Mike Faherty

Address: 10a Treasure Gr Wgh 6021

Email: helena.faherty@extra.co.nz

Telephone:

Signature: M Faherty

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Name: DOROTHY ANNE MORAN
 Address: 140 Coromandel St Newtown, Wgton.
 Email:
 Telephone: 9707993.

D. Moran

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Name:

Tomaz Gaspe

Address:

78 South Belt, Maskeaton

Email:

jgaspe@xtra.co.nz

Telephone:

Signature:

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Name: Georgia Gasper

Address: 51 Raroa Rd, Kelburn, Wgtn.

Email: georgia.gasper@hotmail.co.nz

Telephone: 027 566 1122

Signature: 

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Name: Rhedyn Law, Carl Howarth

Address: 32 Rhodes St, Newtown

Email: rhedynlaw@hotmail.com

Telephone:

Signature:  

Annual Plan 2016/17 consultation

Submission form

Visit wellington.govt.nz/ap2016-17 if you want to submit online. Submissions close 5pm, Friday 29 April 2016.

Enter your name and contact details	
<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Ms <input checked="" type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name	AMHE
Last name	RYAN
Street address	67 PARA STREET
Suburb	MIRAMAR
City	WELLINGTON
Phone	3886562
Email	-
I would like to speak at a submission hearing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
I am making this submission as an <input checked="" type="checkbox"/> Individual <input type="checkbox"/> Organisation	
Name of organisation	

Annual Plan 2016/17 consultation survey questions

Low-carbon capital
<p>1) Do you support Wellington City Council's aspiration to be the "low-carbon capital"?</p> <p> <input type="checkbox"/> strongly support <input checked="" type="checkbox"/> support <input type="checkbox"/> neutral <input type="checkbox"/> oppose <input type="checkbox"/> strongly oppose </p> <p>Comments:</p>
<p>2) Will the activities proposed in the draft Low-Carbon Capital Plan contribute to a meaningful reduction in emissions?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No </p> <p>If not, what else could be done?</p>
<p>3) Do you agree with the recommended emission reduction targets for the city?</p> <p> 2020: 10 percent reduction 2030: 40 percent reduction 2040: 65 percent reduction 2050: 80 percent reduction </p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No </p> <p>Comments:</p>

Urban Development Agency

Should the Council establish an Urban Development Agency to:

4) lead and co-ordinate the physical regeneration of strategic parts of the city?

Yes No

5) parcel land together and increase the supply of affordable housing?

Yes No

6) deliver large-scale Council developments?

Yes No

7) demonstrate good practice in housing development urban design and sustainability?

Yes No

8) take a leadership role in areas where earthquake-prone building issues are preventing a timely market response?

Yes No

Comments: *I do not agree to the establishment of an Urban Development agency. This list of responsibilities have been and should be carried out by the Council itself, and the City Council staff. Extraneous 'Bodies' or agencies merely lead to more consultations and more delays with no more real work being done.*

Food Act fee changes

9) The Council's preferred option for Food Act fee increases is to charge a fixed fee at a level to recover all costs. Do you support this approach?

Yes No

If not, what is your preferred approach?

Zealandia Governance

10) Do you support the Trust Board's proposed governance arrangements, which would define Zealandia as a Council-controlled organisation?

Yes No

If not, what should happen to the governance of Zealandia?

See attached paper

11) Do you support the Council's intention to buy the Zealandia Visitor Centre for \$10.34 million?

Yes No

If not, how should the Trust's balance sheet pressures be addressed?

See attached paper

Attachments to the Annual Plan Submission Form from Anne Ryan

Proposal 4: Zealandia Governance

I do not support the Trust Board's proposal that Zealandia should become a Council controlled organisation.

Zealandia was set up by a Trust and now that it is not a financial success they want to "offload" it.

The Balance Sheet is the Trust's responsibility. It is not the rate payers responsibility to bail them out.

I think Zealandia is a disappointment if one wants to see many birds.

The last time I went there (some years ago) I saw about six birds. It provides a pleasant walk through the bush.

It could be left as it is, a safe haven for birds. Some upkeep would be needed.

The public could have access to it as they have to other areas of native bush.

Year 2 Work Programme

New Capital Projects

8 Frank Kitts Park Upgrade

This park should not be 'upgraded' It is perfect as it is.

The focus is right, now.

It will have to be flattened in order to be focused towards the harbour, thus making it open to the wind from the north

If it is flattened the restful and yet vibrant ambience of the park will be destroyed.

A Chinese garden in such a place is a farce. Gardens do not belong on wharves. Furthermore it will take up space needed for its use now.

The redevelopment will not create a more diverse and attractive harbour front. The future uses you have quoted in this annual plan - that is for events, walking, relaxing and play are all carried out on the park now.

As it is now, the park provides a sheltered haven from the starkness of buildings nearby, and a restful place in which to relax after a stroll along the wharf, or a hard day at work, or a weary time shopping.

You state that your proposal for change will keep "large areas of open lawn". A Chinese garden will wipe out much of the existing lawn.

The Chinese garden has not been long planned as stated by you in this annual plan.

It was mooted some years ago, and has only been referred to recently again, after a long silence.

13 North Kumutoto Public Space

This space will of course be ruined by yet another hideous building being erected on the wharf. Nothing can be done at present to ameliorate the damage that will be done to this last open space left on the wharf close to the CBD.

7. Earthquake Strengthening of Town Hall

The Town Hall has an international reputation for its excellent acoustics. We have had many concerts in Wellington of visiting international groups since the earthquake.

Renowned orchestras, singers, chamber music groups whose excellent performances would have been enhanced if they had been held in the Town Hall instead of in the Fowler Centre.

The smaller size of the Town Hall is a much better venue than the Fowler centre for the many smaller groups that perform here. These include our chamber music groups, and our regional orchestras, and soloists. The time taken to begin the restoration of the Hall to its former glory is disgraceful.

It seems to us, the public, that nothing has been done.

Jack Elliot Green

Recent comments in the Dominion Post state that the Council wish to erect a building on the green.

I oppose any building going on this lovely semi-enclosed green oasis. It provides a visual respite from all the concrete building around and above it.

4

The centre itself looks a satisfying whole with the green acting as an unexpected contrasting enhancement.

A building will not only destroy a lovely area of grass and trees, it will block the view of the harbour from the end of the bridge where it joins with the raised area of civic square, and from the walkway leading to the civic car park and street.

This piece of land is a memorial to Jack Elliot is it not?
It should not be desecrated by a building of any kind.

Anne Ryan

Kilbirnie Business Improvement District

12) Do you support the use of a targeted rate for the Kilbirnie Business Network to be able to fund the establishment of their BID?

Yes No

If not, how should the BID be funded?

Other initiatives

13) Councillors have proposed a number of initiatives to be considered for funding in 2016/17.

Initiative	Do you agree the Council should fund this initiative in 2016/17?		Is this one of your top five preferred initiatives?	
Lyall Bay Foreshore Resilience Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Toitu Ponoke Sports Hub	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Ngauranga to Airport - minor capital projects	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Johnsonville Library Kindergarten purchase	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Living Wage	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Community Grants changes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
New Outdoor Events Series	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Toi Ponoke support	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Placemaking	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Middleton Road	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Council art collection	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No

14) If you think the Council should continue to limit rates increases to the 3.6 percent stated in the LTP, where should we find the savings?

Comments:

Private wastewater pipes (laterals)

15) Should the Council take responsibility for the maintenance and renewal costs of private wastewater connections in the road reserve?

Yes No

I consider the ownership of laterals in the road reserve should be that of the Council whose responsibility it will be to renew and repair them. The responsibility for the care and maintenance of laterals within private property should remain the owners responsibility who pays the costs.

1486

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	<input type="checkbox"/> male	<input checked="" type="checkbox"/> female				
My age is	<input type="checkbox"/> under 18 years	<input type="checkbox"/> 18-29 years	<input type="checkbox"/> 30-39 years	<input type="checkbox"/> 40-49 years	<input type="checkbox"/> 50-59 years	<input type="checkbox"/> 60 years or older
Have you ever made a submission on a draft Annual Plan before?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No				
Which of the following best describes you?						
<input checked="" type="checkbox"/> Residential ratepayer	<input type="checkbox"/> Commercial ratepayer	<input type="checkbox"/> Residential and commercial ratepayer	<input type="checkbox"/> I rent	<input type="checkbox"/> Other		
Which ethnic group do you belong to? (You can tick more than one box)						
<input checked="" type="checkbox"/> New Zealand European	<input type="checkbox"/> Cook Island	<input type="checkbox"/> Chinese	Other (such as Dutch, Japanese, Tokelauan, Somali) Please state:			
<input type="checkbox"/> Māori	<input type="checkbox"/> Tongan	<input type="checkbox"/> Indian				
<input type="checkbox"/> Samoan	<input type="checkbox"/> Niuean					

Privacy statement

(Note: all submissions (including name and contact details) are published and made publicly available as part of our Committee processes. Personal information will be used for the administration of the consultation process and decision-making on the Annual Plan. All information will be held by Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information). If you would like your personal information withheld, please let us know by contacting us on BUSAnnualPlan@wcc.govt.nz

1st fold here - fasten here once folded

Other issues/matters or general comments

Year 2 Work Programme
 new Capital work projects
 8 Frank Kitts upgrade
 13 North Kumeutoto public space
 7 Earthquake Strengthening the Town Hall
 Jacks Plots Green

See attached paper

2nd fold here

Free Post Authority Number 2199

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Free 



FREEPOST 2199
 Annual Plan 2016/17 consultation
 Wellington City Council
 Policy and Reporting (COPO08)
 PO Box 2199
 Wellington 6140

1487



Living Wage Wellington



Submission to the Wellington City Council Annual Plan 2016/2017

Wellington City Council has voted to become a Living Wage council. The people of Wellington have backed it. It's time to make the commitment to the Living Wage a reality.



"I work six days a week to feed my family. If I was paid the Living Wage my children would have a father."

Tasi Leasi, father of three and Wellington City Council cleaner, is paid the minimum wage of \$15.25 an hour.

Living Wage Wellington

Submission on the Wellington City Council Draft Annual plan 2016/17

Oral submission

Living Wage Wellington would like to speak to our submission.

Contact

Paul Barber, 0274732006, Paul.barber@nzccss.org.nz

1. Living Wage Wellington's submission

The submission of Living Wage Wellington is that Wellington City Council ensures the 2016/17 Annual Plan includes provision to fulfil Council's commitment to become a Living Wage Council by:

1. **Matching the minimum rate paid to the Council workforce to the current NZ Living Wage rate**
2. **Extending the Living Wage to all workers in CCOs and workers employed via contractors in a staged implementation**
3. **Putting in place a plan to become a fully-accredited Living Wage employer by June 2018**

2. Living Wage Wellington

Living Wage Wellington (as part of The Living Wage Movement Aotearoa NZ) welcomes the opportunity to make a submission on the Wellington City Council Annual Plan 2016/2017.

Living Wage Movement Aotearoa New Zealand is a broad-based community movement committed to addressing poverty and inequality by lifting low wages. Living Wage Wellington brings together a wide range of faith and community organisations and unions which represent thousands of Wellingtonians and others who work in Wellington and live outside the city.

3. The Living Wage

The definition of a Living Wage is: *The income necessary to provide workers and their families with the basic necessities of life. A living wage will enable workers to live with dignity and to participate as active citizens in society.*

The Living Wage:

- Is voluntary and not mandatory
- Is not a welfare payment but a wage in the market-place
- Is a rate for all workers, based on a methodology similar to that used around the world
- Does not account for differences in housing costs around the country; rather it provides an income that is sufficient for some but not adequate for others.

In order to be a "living" wage, the Living Wage must be revised regularly. In February this year the 2016 rate of \$19.80 was announced at Wellington Living Wage employer, Pivotal Thames, a printing company.

4. Our submission

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.

We congratulate Council on making provision in the 2016/17 Annual Plan for an additional \$250,000 to lift the current base rate at WCC.

We congratulate Council on the steps taken so far to fulfill the commitment to the Living Wage. Hundreds of council workers have been lifted to the 2013 New Zealand (NZ) Living Wage rate, including the very low-paid parking wardens. The 2015/25 Long Term Plan made provision for extending the Living Wage to directly employed staff at Wellington Zoo and Museums Trust. The LTP included \$750,000 for lifting the pay of low-paid workers employed via contractors and Council has voted to award the security and noise control contract on this basis.

The implementation of the Living Wage for the whole council workforce, including those employed in Council Controlled Organisations (CCOs) and via contractors, was overwhelmingly supported by Wellingtonians in the 2014 Annual Plan community consultation.

Council has a very strong mandate, and in fact a responsibility, to fulfil these commitments.

The submission of Living Wage Wellington is not new. Councillors first voted to support Wellington becoming a Living Wage city in July 2013. Big steps have been taken towards this goal, but there is still more to do.

The Long Term plan has lots of ideas and a big budget for infrastructure. Let's make sure that people are the centre of the plan. Wellington City Council can show it is a people-centred city by progressing its commitment to become a Living Wage Council. This can be achieved by Wellington City Council taking the following three steps:

i) **Lift the minimum rate paid to the Council workforce to the current NZ Living Wage rate**

Although a commitment was made to become a Living Wage council, the rate Council pays its workers has lagged behind the official NZ Living Wage rate. Council endorsed the NZ Living Wage rate in 2013. It's time to move to the real Living Wage rate again.

Since January 2014, when \$18.40 was implemented as the WCC base rate, the rate has only increased to \$18.55. That is an increase of \$0.15 cents an hour or 0.8% in over two years.

The NZ Living Wage rate has been updated annually since the first rate was announced in February 2013. The 2016 rate of \$19.80 was announced on 29 February.

28 April, 2016

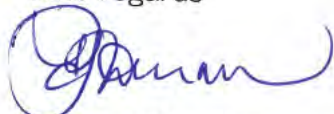
Wellington City Council
101 Wakefield Street
PO Box 2199
Wellington 6140

Dear Councillors

Please find enclosed two submissions from the Royal New Zealand Ballet in respect of Wellington City Council's Annual Plan for 2016/17.

We would be very happy to speak in support of either or both of our submissions.

Kind regards



Frances Turner
Executive Director
Royal New Zealand Ballet

Submission to Wellington City Council, on the 2016/17 Annual Plan

28 April 2016

The RNZB would be glad of the opportunity to speak in support of this submission.

The RNZB is grateful for Wellington City Council's ongoing commitment to arts, culture and heritage as a vital part of the city's infrastructure. The arts bring communities together, connect us, and enable people across all ages, cultures and genders to envisage a vibrant shared future, enjoying experiences and events together.

In particular, we would like to record the RNZB's thanks for WCC's increased investment in our own contribution to the 'cultural capital' through the three-year contract funding and additional ten-year commitment through the Long Term Plan, confirmed in 2015. A special thank you to Cllr Ray Ahipene-Mercer for his personal advocacy and support for the RNZB and the arts in Wellington – we wish him the very best for the future.

As a leading national and local arts organisation which benefits greatly from WCC's investment, we would like to add our voice in support of the following new initiatives proposed as part of the Annual Plan consultation document:

- The proposed increase in Arts Culture and Community Grants by \$120,000 per annum, with \$40,000 for the Katherine Mansfield Trust.
- The proposed new outdoor events series, with additional funding of \$200,000.
 - We note that content will include music, dance, theatre, digital and circus art, and look forward to potentially working with WCC and colleagues from across the wider arts sector to develop these events: schedules permitting, we would love to participate.
- The proposed increase in funding for Toi Poneke Arts Centre, covering both programming advisors (\$120,000), art gallery consumables (\$20,000) and a one-off capital investment in signage and exterior branding (\$20,000).
 - The RNZB welcomes investment in grassroots arts infrastructure such as Toi Poneke, which nurtures artists in many genres, at different stages in their careers.
- Increased funding for WCC's own art collection, both in conservation (\$15,000) and as an increase in Arts Collection Advisor hours (\$14,500).

Last but not least, we welcome WCC's additional commitment to supporting arts and events in the city and the wider Wellington region through the Regional Amenities Fund.

We firmly believe that investment in the arts, at any level – from community initiatives to world premieres by national companies – benefits not only the thousands of Wellingtonians involved in our flourishing creative sector, but the whole city and indeed New Zealand as a whole.

Frances Turner
Executive Director
Royal New Zealand Ballet
04 381 9004
027 659 0930
frances@rnzb.org.nz

Submission to Wellington City Council

28 April 2016

The RNZB wishes to speak in support of the Wellington City Council Annual Plan 2016/2017

Background

The Royal New Zealand Ballet is New Zealand's national ballet company. Our home, complete with dance studios, wardrobe and administrative offices, is at the St James Theatre on Courtenay Place.

For 63 years the Royal New Zealand Ballet has been delighting New Zealanders across the nation with its productions of classical and contemporary ballet. The RNZB has a proud standing today as an innovative company with a world-class international reputation. The RNZB is seen as an intrinsic part of the country's national heritage and has one of the largest followings of all New Zealand performing arts organisations.

In addition to our core staff, we work with New Zealand and international dancers, teachers, choreographers, designers, musicians, composers and conductors who continue to nurture and grow this company.

We have a strategic partnership the New Zealand School of Dance, the 'Official School of the Royal New Zealand Ballet'. Through this partnership, the RNZB welcomes NZSD students into the RNZB studios for weekly class, our Artistic Director teaches a weekly class at the NZSD; we also offer secondments and employment to selected students for specific seasons and also through the annual provision of the Todd Scholarship.

The RNZB presents up to 4 seasons per year at the St James Theatre and the company is in residence at its home base for approx. 8-9 months each year. We regularly host tours and welcome visitors to our home at the St James Theatre – allowing Wellingtonians and people from further afield to develop a closer connection with New Zealand's national ballet company.

We proudly perform to over 68,000 New Zealanders annually, with approximately 18,000 of those being Wellingtonians. A further 22,500 children and teenagers participated in RNZB education activities in 2015 - approximately 6,765 of those participants being in Wellington. Our 2015 Open Day at the Opera House and 2016 Open Day at Te Papa allowed more than 5,000 Wellingtonians to engage directly with RNZB in public spaces – and to see the company at work, doing class and rehearsal for *A Midsummer Nights Dream* in 2015 and for *The Wizard of Oz* in 2016.

The RNZB gratefully receives approximately 38% of our income through direct funding from the Ministry for Culture and Heritage. The remaining 62% of our income is raised through box office income, corporate sponsorship, local government, trusts and foundations and individual support. The RNZB is also very grateful to Wellington City Council for local government funding and support.

WCC Annual Plan – Seismic Strengthening

We are writing in support of Wellington City Council's plan for seismic strengthening of its performance venues and public spaces, particularly with regards to our home – the St James Theatre.

We refer to discussions that the RNZB have had with WCC representatives, Stephen Cody and Euan Hogg, in regards to the Council's plan to strengthen the St James Theatre (and the building space that we occupy and call home).

Our 2016 planned calendar of activity and performances at the St James Theatre include confirmed seasons of *Wizard of Oz*, 4-8 May and *Giselle*, 11-14 August.

We are also in the process of confirming our end-of-2016 plans, which will culminate in a return season of *A Midsummer Nights Dream* from 24-27 November. The return season of this acclaimed production to New Zealand will be specifically and only for Wellington audiences. Additionally, and subject to availability and funding, we hope to present this season with live orchestral accompaniment. This season provides an excellent opportunity for a celebration of the arts in Wellington before the doors to the St James Theatre close for the projected 6-8 month seismic upgrade.

The RNZB would be in a very favourable position to relocate from our St James home directly after the season (early Dec 2016). While the St James is being strengthened, the RNZB will require studios, office space and wardrobe space, as well as priority booking for alternate presentation venue space for up to 12 months (or the duration of the project). We will need to relocate to suitable premises in time for rehearsals for our 2017 programme and would ideally relocate back to the St James premises at the conclusion of our 2017 annual programme (Dec 2017).

We appreciate that the council will provide support by way of project management both prior to and during the strengthening work. We are happy to accommodate the assigned Project Manager onsite at the RNZB offices to enable the most effective and efficient planning and coordination between RNZB and WCC.

Our Needs

- Artistic
 - Sprung dance floors in studio spaces, to ensure optimal health & safety for our dancers
 - At least 2, if not 3, studios complete with ballet barres and mirrors fitted on the walls
 - Temperature controlled environment, assuring a minimum temperature of 21 degrees C
 - Space for onsite physio and massage treatment area
 - Kitchen and 'green room' area
 - Bathrooms and changing rooms (with showers) for dancers and artistic staff
- Administration
 - Work space, reception area and kitchen facilities for 24 administrative employees
 - Meeting rooms, boardroom
 - Archive and merchandise storage space

- Adequate facilities for IT and communications – servers, broadband, telephone
- Wardrobe
 - Work space to accommodate sewing machines, hanging and display areas and garment production workbenches
 - Fitting rooms with mirrors
 - IT communications-enabled office and desk spaces
 - Laundry area with space for washing machines and dryers
 - Dye/painting room

While our artists will not be in resident all year in our studios, we must have first rights on the space we occupy to ensure the artistic integrity of our product and so that we can continue to provide a range of educational activities. Additionally, after we ensure that our rehearsal and educational needs are met, we generate additional income by hiring studios spaces to community and other performing arts groups.

It is also crucial to operations and artistic rehearsal schedules that our wardrobe facilities are located in the same building space with our studios.

We undertake financial processing onsite and therefore require an element of physical security for the administration office, with the potential to separate finance from other departments.

Potential Impacts to our Business

Estimating the costs of relocation and business disruption will not be clear for some months, as it depends on the property option found by WCC. However we commit to working closely with WCC representatives to calculate the full cost as quickly as we can, and to maintaining open communication and flow of information with WCC.

It is possible, depending on the location and facilities at our interim site, that we may lose opportunities for hosting and/or studio showings that we enjoy here presently. This could have a detrimental impact on our financial state, as hosting opportunities often translate into donors and sponsors, and studio showings are ticketed events providing box office income. Therefore it will be important that our relocation space can/will support easy access (e.g. lifts) by/from the public and that the space will have adequate space for additional seating in the rehearsal studio.

A change of performance venue will have potential impact on customer experience and box office income. For instance, the Opera House seats 74 fewer people than the St James, thereby reducing our potential sales by a small margin. Each 5-performance season we would lose the possibility to sell an additional 370 seats. Additionally the Opera House has a raked stage, and depending on the season, we may need to lay a floor to use sets designed and built for flat stages, and/or lay a sprung dance floor. Any outfitting for the Opera House stage would be an additional cost each season. This also would mean that sight lines may be slightly altered, and a further section of seats in the stalls may be forfeited if viewing is deemed too restricted.

There may be other additional costs as well as potential loss of box office income, associated with taking the RNZB into alternate performance venues. We will of course

communicate those additional costs and impacts as performance venues are planned and confirmed.

Potential additional business costs to us may include increased insurance, utilities, telecommunications and internet, increased travel budgets and storage facilities.

Relocation Process and Timing - notes

Some of our office and wardrobe items cannot be moved up or down in the lifts. Therefore extra costs for moving crew may need to be incurred to enable relocation.

And, finally, a relocation during our activity year would be a very significant disruption to our business, and for that reason we request that a relocation from and back to the St James Theatre would ideally occur during the summer periods – Dec 2016/Jan 2017 and Dec 2017/Jan 2018.

Summary Note

Again, we wish to register our support for the WCC's plan to strengthen the St James Theatre and our home -- thereby protecting an important national asset and providing a safer theatre performance and audience space for Wellingtonians in the future.

We look forward to continuing our open communication and effective cooperation with WCC. We would be happy to provide any additional information, in person or in writing.

Frances Turner
Executive Director
Royal New Zealand Ballet
04 381 9004
027 659 0930
frances@rnzb.org.nz