



Our 10-Year Plan
29 May 2018

Oral hearing submissions

Submission	Name	On behalf of:	Suburb	Page
2009	Mark Shanks	Surf break protection society		1
2001	Dean Stanley	Worser Bay Boating Club		4
265	Richard Jeffrey	MOSAIC (Male Survivors of Sexual Abuse Trust Wellington)	Island Bay	7
2058	Geraldine Murphy	Inner City Wellington	Central	10
1540	Jaenine Parkinson	New Zealand Portrait Gallery Te Pukenga Whakaata	Central	15
2028	Bruce White	Tawa Business Group	Tawa	19
1419	Dan Hardie	Individual	Hutt Valley	28
2062	Nicole de Wit	Ryman Healthcare Limited		31
2054	John While	Ngaio Crofton Downs Resident Association		34
2000	Carol Cooke	Mt Cooke Mobilised	Mt Cook	41
2007	Liz Springford	OraTaiao: The New Zealand Climate and Health Council		45
2006	Richard Nimmo	Individual		49
1212	Pauline Swann	Individual	Wadestown	52
2060	Kara Puketapu-Dentice	Taranaki Whanui ki te Upoko o te Ika		55
2015	Mark Shanks	Surfing Wellington Advisory Group		58
2066	John Milford	Wellington Chamber of Commerce		61
No submission	Rob Goulden	Individual		N/A
1892	Mark Brown	Newtown School	Newtown	78

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Surfbreak protection society		Surfbreak Protection Society	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Surfbreak protection society (SBS) recommends that WCC withdraw future funding of this consent process (Wellington International Airport Limited airport extension consents) in that the council is conflicted in representing the desire of its ratepayers to retain the existing natural character of Iyall bay with that of its shareholding in a commercial enterprise.

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

The surfbreak protection society (SPS) assert that the ongoing addition of rocks to the Lyall Bay sea-wall has lessened the quality, size and consistency of rideable surfing waves at 'The Corner' or 'Wall' as its known (the Eastern end of Lyall Bay).

We would like this section of the sea wall (roughly 50m in length) that has over time become a sloping wall to be reinstated to a more vertical sea wall as it once was. A more vertical wall at this point of the sea wall will reflect and retain most of the wave energy as it used to.

Further comments in attachment.

Houghton Bay -

Houghton Bay is the city's second most popular surf beach and extra funding should be allocated to ensure containments such as asbestos and heavy metals do not reach the receiving waters of the bay, impacting on the health, use and enjoyment of this surfing beach.

Wellington wastewater / stormwater connections.

SPS are disappointed that nearly ten years since WCC secured consents for continual discharge of wastewater along Wellingtons South Coast while the council would resolve this issue on a long term basis, nearly 10 years later ocean users are still being warned to avoid emersion in coastal waters on the city's south coast for up to 48-72 hours after a significant rainfall event. It is storms on the south coast that often deliver surfable waves, within a 48 hour window.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



P.O. Box 55846 Botany Auckland 2163

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info@surfbreak.org.nz

Submission to: Wellington City Council Long Term Plan 2018-28

We wish to speak to our submission

Surfbreak Protection Society (SPS) is the leading National NGO on surf break protection, coastal processes and water quality that impacts on the cultural, environmental and social practices of coastal and inland communities, whose wider catchments flow to the wetlands and estuarine environments.

Our organisations core values are to protect surf breaks and coastal areas from adverse effects of inappropriate subdivision and development and to protect the hydrodynamic character of the swell corridor, seabed morphology and aquatic lifeforms. SPS maintain that science and coastal science is an essential tool to arrive at viable and sustainable alternatives and for the delivery of solution based decisions.

Background

SPS had substantial input into the New Zealand Coastal Policy Statement 2010, and participated in several recent second generation Regional Council Policy Statements in addition to taking part in a range of Local government hearings on environmental matters.

Surf breaks are a natural characteristic, and part of the natural character and landscapes, of the New Zealand coastline/coastal environment, of which there are few when compared to the total length of the New Zealand coastline¹.

Approximately 7% [310,000] of New Zealanders are estimated to “surf “on a regular basis². Surfing makes a valuable contribution to the wellbeing of New Zealanders by promoting health and fitness, cross cultural and intergenerational camaraderie and a sense of connection to, and respect for, New Zealand’s coastal environment and resources.

In terms of Part 2 RMA surf breaks, therefore, contribute to amenity values/recreational amenity and natural character of the coastal environment; surf breaks and surfing enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.

Land based activities that harm surf breaks

The use and enjoyment of surf breaks can be significantly impaired by land based activities such as reclamation, under performing wastewater systems.

Our submission

The Surfbreak Protection Society Incorporated (SPS) is a member of the recently formed Surfing **Wellington Advisory Group (SWAG)** which has also submitted to the WCC LTP.

SPS fully supports the SWAG submission in regard to land based activities conducted by Wellington International Airport Limited (WIAL) along Moa Point Rd that is impacting on surfing wave quality at the surfing venue known as the “Corner Surf Break.”

SPS note that WCC is a minor shareholder in WIAL and has responsibility for coastal defences along Moa Point Road in this location

SPS assert that the ongoing addition of rocks to the Lyall Bay sea-wall has lessened

¹ Scarfe (2008) states that there is only: “one surfing break every 39km to 58km. Many of these surfing breaks are only surfable a few days per month or year when the tide, wind and wave conditions are suitable.”

² Figures sourced from SPARC

the quality, size and consistency of rideable surfing waves at 'The Corner' or 'Wall' as it is known (the Eastern end of Lyall Bay).

We would like this section of the sea wall (roughly 50m in length) that has over time become a sloping wall to be reinstated to a more vertical sea wall as it once was. A more vertical wall at this point of the sea wall will reflect and retain most of the wave energy as it used to.

The current sloping contour of this section of the wall has the effect of reducing the wave energy and thus creating smaller waves and less surfable conditions, at arguably one of New Zealand's premier surfing locations.

The general consensus between WIAL, GRWC WCC, and SPS coastal scientists and engineers is that by reinstating a more vertical profile to the Moa Point Rd seawall, it would not only be cheaper for WCC ratepayers, the retro refit would improve the surfing quality at the Corner surfing venue, resolving the issue of rubble and rocks that wash onto Moa Point road whenever significant swell events occur.

In 2017 SPS presented to the Greater Wellington Regional Council on the local and national surfing communities concern over the continued degradation of surfing wave quality at the Corner surf break, and we have the support of GWRC in relation to restoration of natural character at the Corner surf break.

While it should be noted that WIAL are challenging the inclusion of the Corner surf break in the GWRC Proposed Natural Resources Plan Schedule k of regionally significant surf breaks, The Corner surf break venue is still recognised as a regionally significant surf break by the Board of Inquiry to the NZCPS in that the panel accepted the Wavetrack New Zealand Surfing Guide as a legitimate proxy for the identification of new Zealand surf breaks.

SPS asserts that Wellington City Council has an obligation to take into consideration activities along the Moa point Rd seawall conducted by its commercial partner Infratil that negatively impact on the Corner surf break venue, and must prioritise funding to restore this surf break under policy 14 of the NZCPS

Houghton Bay.

Houghton Bay is the city's second most popular surf beach and extra funding should be allocated to ensure contaminants such as asbestos and heavy metals do not

reach the receiving waters of the bay, impacting on the health, use, and enjoyment of this surfing beach.

Wellington Wastewater /storm water connections.

SPS are disappointed that nearly ten years since WCC secured consents for continual discharge of wastewater along Wellingtons South Coast while the council would resolve this issue on a long term basis, nearly ten years later ocean users are still being warned to avoid emersion in coastal waters on the city's south coast for up to 48 – 72 hours after a significant rainfall event. It is storms on the south coast that often deliver surfable waves, within a 48 hour window. SPS wish to speak to our submission on this point.

Funding of WIAL airport extension consents.

SPS recommends that WCC withdraw future funding of this consent process in that the council is conflicted in representing the desire of its ratepayers to retain the existing natural character of Iyall Bay with that of its shareholding in a commercial enterprise.

Please find attached several documents that SPS will speak to at the hearing.

Kind Regards

Michael Gunson

Research and Communications officer

Surfbreak Protection Society

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dean Stanley		Worser Bay Boating Club	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission to Wellington City Council on the 2018-2028 Long Term Plan From Worser Bay Boating Club

15 May 2018

The members of Worser Bay Boating Club support the general direction of the Wellington City Council 2018 – 2028 long term plan and specifically support the provision of funding for resilience works associated with the Worser Bay Boating Club rebuild project.

RATIONALE:

Worser Bay Boating Club and Wellington City Council have been working together for the past four years to plan the construction of a new facility at Worser Bay. The previous 60-year-old building was earthquake prone, no longer complied with parts of the building code and was increasingly susceptible to storm damage as sea level rise starts to impact on Wellington City.

Construction has just begun on a new facility with work set to commence on the land works once the long-term plan has been ratified.

The new facility will house the Worser Bay Boating Club and the Boat & Beach Wise Education Centre.

One of the purposes of the building will be the clubrooms for Worser Bay Boating Club. The modern self-catering kitchen and flexible hall and meeting spaces will be available for use by other community groups and by the businesses and individuals that support the club's schools and youth programmes. The capacity for boat storage will increase in the new building meaning the club will be able to cater to the increasing demand for this service as Wellington's population continues to grow.

The new building includes state of the art facilities designed to support youth sailors from Central New Zealand to stay active in the sport of sailing and succeed on the international stage. The Central New Zealand youth sailing hub will be based in the building. The hub is a collaboration with Yachting New Zealand that is designed to provide a mixture of sport science and coaching support to help young sailors bridge the gap from junior sailing to lifelong sailing.

The building and surrounding site works include a series of spaces that schools from the greater Wellington region can use to help keep kiwi kids safe and active in and around the sea. This includes spaces for a penguin hotel, paua nursery, snorkelling trail and anemone garden. Local school kids are involved in establishing these aspects of the Boat & Beach Wise Centre and will be responsible for monitoring their success in improving marine biodiversity into the future.

The Boat & Beach Wise Centre will include an inside 'wet' classroom and an outdoors 'dune' classroom in which Wellington school kids will be taught water skills for life while developing an understanding of how to restore and look after coastal ecosystems. A charitable trust called the Boat & Beach Wise Trust



has been established to oversee the development of the schools and youth programmes and to find business and philanthropic support for their implementation.

The Wellington City Council is well advanced with plans for the site works around the new building which includes a new boat ramp, a raised rigging area, extended rescue boat breastwork and rock revetment around the carparking area. All this work has been consented and is ready to commence once the funding is confirmed in the long-term plan.

Work began on the project in April 2018 and is planned to be completed for the start of summer 2019.

The Worser Bay Boating Club thanks the Wellington City Council for its support of this community initiative.

Kia kaha te wairua o te Whanganui a Tara

Signed on behalf of the members of Worser Bay Boating Club

A handwritten signature in blue ink, which appears to read "Dean Stanley". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Dean Stanley | Commodore

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Jeffrey	Island Bay	Mosaic	

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Housing,Transport,Resilience and environment,Arts and culture,Sustainable growth

Resilience and environment summary

Water storage capacity and network improvements	Strongly support
Wastewater network improvements	Strongly support
Tawa and Miramar Peninsula stormwater network improvements	Strongly support
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	Strongly support
Predator Free Wellington	Strongly support
Community-led trapping	Strongly support
Resilience of the transport corridor	Strongly support
Security of water supply	Strongly support
Waste management and minimisation	Strongly support
Storm clean-up	Support
Adding land to the Wellington Town Belt	Strongly support
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Strongly support
Wellington Housing Strategy	Strongly support
Special Housing Areas	Strongly support
Inner City Building Conversion	Strongly support
Special Housing Vehicle	Strongly support
Rental Warrant of Fitness	Strongly support
Te Whare Oki Oki	Strongly support

Do you have any other comments?

Transport summary

Cycling Master Plan	Strongly support
Introduction of weekend parking fees	Strongly oppose
Let's Get Wellington Moving	Strongly support
Transport-related initiatives	Strongly support

Do you have any other comments?

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Strongly support
Kiwi Point Quarry life extension	Strongly oppose
Wellington Zoo upgrades	Support

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Neutral
Investment in the arts	Neutral

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Sexual violence is a constant issue in our society. What is less understood is the extent to which males also experience sexual abuse.

Our research (attached) shows that 1-in-6 NZ males has been sexually abused. The majority of these as boys or teenagers under the age of 18. Overseas research produces similar results.

There are a number of reasons why this is such a high number and why it is so little known. Studies show that only 10% of people in NZ believe that boys are at risk.

An important aspect of this work is letting the public know about these facts and thereby creating an environment where boys are listened to when they try to talk about this. Both parents and their boys need to know about these issues so that these incidents can be picked up as early as possible.

In practice, what we believe is required is a public information campaign as has been successfully carried out overseas. (Examples can be provided). A ten year campaign can progress through a number of stages of awareness development and contribute to Wellington being a city safe from sexual violence for boys as well as females.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Sexual violence against males is a bigger problem than most people realise, and mostly it is boys under 10 (28%) and teenagers (65%) who are victimised. Most of these are not aware that they can get help and few parents, teachers and social sup[port worker know hopw to address the issue.

We want the issue of safety for boys and young men from sexual violence to become well-known and understood concept in Wellington with resources in place and well publicised available to these boys.

Report | June 2015

TO Richard Jeffrey, Male Survivors of Sexual Abuse Trust
FROM Mark Johnson, Research New Zealand
SUBJECT Public Awareness of Prevalence of Unwanted Sexual Behaviour (#4695)

Background

This summary report details the results of a survey of n=1,076 New Zealand residents aged 18 years and older. The survey was conducted on behalf of the Male Survivors of Sexual Abuse Trust (MSSAT) during 2 February to 20 February and 23 April to 2 May 2015. The objectives of the survey are to gain a better understanding of:

- u New Zealanders' awareness of unwanted sexual behaviour and perceptions of its prevalence.
- u New Zealanders' views on which types or groups of people are more likely to experience or be targeted by unwanted sexual behaviour.
- u The percentage of New Zealanders who personally know of anyone in New Zealand, male or female, who has been a target or recipient of unwanted sexual behaviour.

The telephone surveying was completed by Research New Zealand's Omnibus Survey Service. Omnibus surveys are completed each month with a nationally representative sample of New Zealand residents aged 18 years and older. The surveying was conducted using a cold calling method, whereby prospective respondents' telephone numbers were randomly selected from the White Pages. The survey achieved a response rate of 20 percent, which is typical for a cold-calling survey.

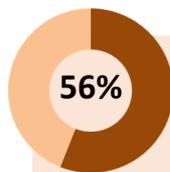
The data has been weighted by the respondents' age and gender, based upon 2013 Census data, to ensure that it is representative of the age and gender profile of New Zealand adults.

The maximum margin of error for the achieved sample of n=1,076 respondents is ± 3.2 percent at the 95 percent confidence level. This means that should 50 percent of the survey respondents report they believed the issue of unwanted sexual behaviour or attention was common/very common in New Zealand, we are 95 percent confident that between 46.8 percent and 53.2 percent of adult New Zealanders believe unwanted sexual behaviour is a common/very common problem in New Zealand.

It should be noted that because of the sensitive nature of the survey subject – unwanted sexual behaviour or attention – respondents were given the option of not answering any of the MSSAT's questions. Ultimately, 48 respondents chose to opt out of answering the questions at some stage of the interview. For the purposes of analysis and reporting, these respondents have been coded as "refused". A copy of the survey questionnaire can be found in Appendix A to this report. Appendix B includes tables of the survey results, cross-tabulated by respondents' age, gender, ethnicity, household income, and whether respondents personally know of someone who has been a target or recipient of unwanted sexual behaviour or attention at some time in their lifetime.



Key findings

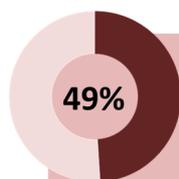


56% of respondents reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour or attention at some time in their life.

- u Among the sub-sample of respondents who reported personally knowing someone who had been the target or recipient of unwanted sexual behaviour or attention:
 - u 94 percent reported knowing a female who had been a target or recipient.
 - u 27 percent reported knowing a male who had been a target or recipient.
- u This equates to:
 - u 53 percent of all respondents knowing a female who has been a target or recipient of unwanted sexual behaviour.
 - u 15 percent of all respondents knowing a male who has been a target or recipient of unwanted sexual behaviour.

When viewed by their demographic characteristics:

- u Females were significantly more likely than males to report personally knowing someone who had been a target or recipient of unwanted sexual behaviour (63 percent and 49 percent, respectively).
- u Māori were significantly more likely to report personally knowing someone who had been a target or recipient (81 percent), compared with 56 percent of all respondents surveyed and 60 percent of New Zealand European/Pakeha. In contrast, just 18 percent of Asian respondents reported knowing someone who had been a target or recipient of unwanted sexual behaviour at some time during their life.
- u When viewed by household income, respondents who had household incomes of between \$40,000 and \$80,000 were significantly more likely to report knowing someone who had been a target or recipient of unwanted sexual behaviour at some time during their life (64 percent).



49% of respondents said they had heard a reasonable amount or a lot about unwanted sexual behaviour or attention being a problem that affected people in New Zealand.

All respondents were asked if they had ever heard of the issue of unwanted sexual behaviour or attention being a problem that affected people in New Zealand.

- u 34 percent of respondents reported they had heard a reasonable amount about the issue being a problem that affected people in New Zealand, while 15 percent said they had heard a lot about it being a problem.
- u While 14 percent of respondents said they have heard nothing about it being a problem, 36 percent said they had heard a little about the issue.



- ↳ Respondents aged 55 years and older were significantly more likely than all respondents report having heard a reasonable amount/a lot about the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand (57 percent), while just nine percent said they had nothing about the issue.
- ↳ In contrast, respondents aged 18 to 24 were significantly more likely to report having heard nothing about it being an issue affecting people in New Zealand (22 percent, compared with 14 percent of all people surveyed). Respondents aged 18 to 34 were also significantly less likely to report having heard a lot about the issue (24 percent, compared with 34 percent of all respondents).
- ↳ Respondents who identified as being Māori, were significantly more likely than all respondents to report they had heard a lot about unwanted sexual behaviour and attention being a problem that affects New Zealanders (25 percent and 15 percent respectively).
- ↳ In contrast, Asian respondents were significantly more likely to report having heard nothing about the issue (46 percent, compared with 14 percent of all people surveyed).
- ↳ Respondents who reported personally knowing someone who had been a target or recipient of unwanted sexual behaviour or attention were significantly more likely to report they had heard a lot about the issue of unwanted sexual behaviour being a problem that affects people in New Zealand (22 percent, compared with only seven percent of those who did not personally know someone who had been a target or recipient).
- ↳ In contrast, respondents who said they did not know anyone personally who had been a target or recipient of unwanted behaviour were significantly more likely to report having heard nothing about it being an issue (20 percent, compared with nine percent of people who knew someone personally who has been a target).
- ↳ There were no significant differences in relation to awareness of this issue when viewed by respondents' gender or household income.

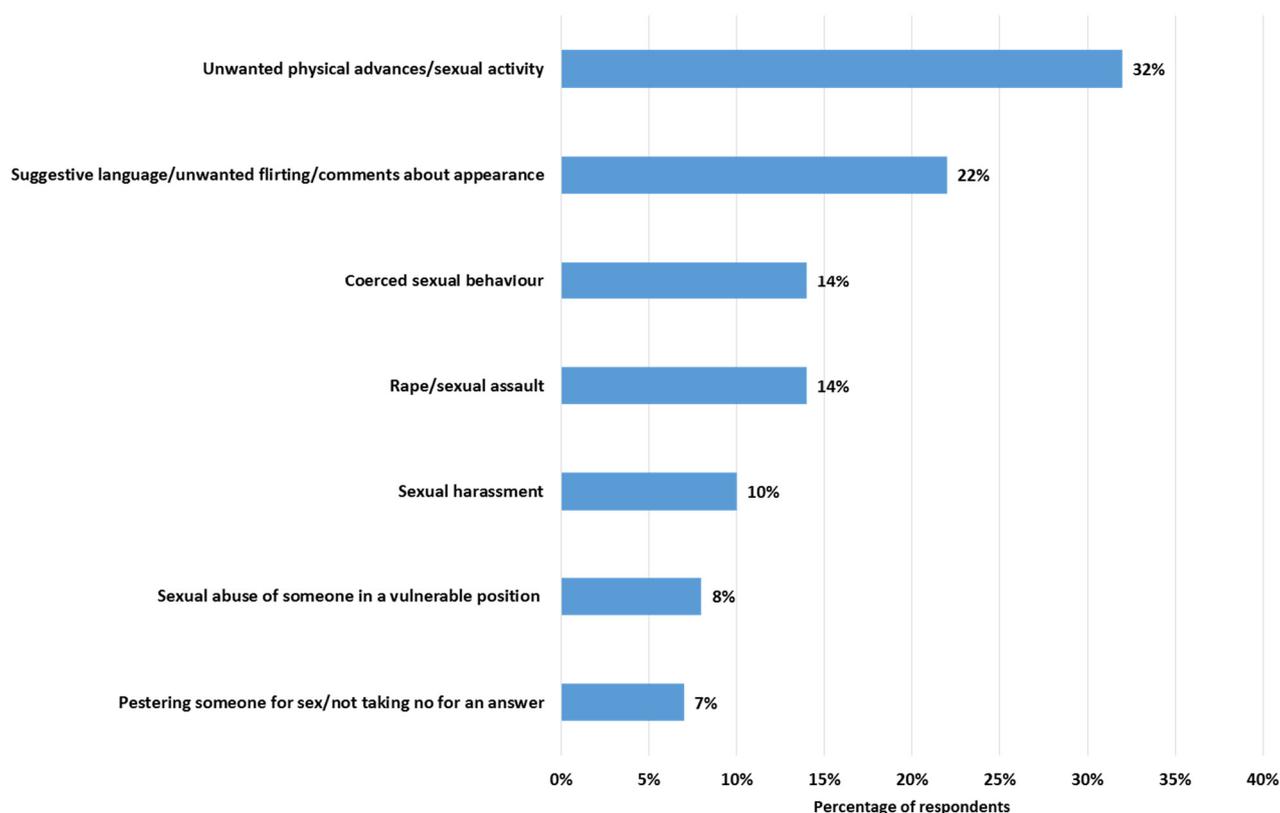
Public [erceptions of what “unwanted sexual behaviour or attention” means

Respondents were asked to describe in their own words what they thought the term “unwanted sexual behaviour or attention” meant. Figure 1 overleaf summarises the top seven categories of behaviour described.¹ Most frequently, respondents described unwanted sexual behaviour or attention as meaning unwanted physical advances/sexual activity (32 percent of all surveyed).

¹ Note: The survey question was open-ended, and these themes represent the categories of behaviour that respondents' verbatim comments have been grouped together as.



Figure 1: Perceptions of meaning of “unwanted sexual behaviour or attention” (n=1,076)



Total may exceed 100 percent, due to multiple response.

Other frequently mentioned categorised descriptions included:

- u Suggestive language, unwanted flirting and/or unwanted comments about someone's appearance (22 percent).
- u Coerced sexual behaviour, excluding rape (14 percent),
- u Rape/sexual assault (also 14 percent).
- u Sexual harassment in the workplace or another environment (10 percent).
- u Sexual abuse of someone in a vulnerable position (e.g. children, the elderly, people with physical or mental disabilities; eight percent).
- u Pestering someone for sex/not taking no for an answer (seven percent).

When viewed by the respondents' demographic characteristics, there were very few statistically significant differences of note, with the exception that:

- u Respondents in households with incomes of under \$40,000 per annum were significantly more likely to describe unwanted sexual behaviour as being rape/sexual assault, than were those living in households with incomes greater than \$80,000 per annum (20 percent and eight percent, respectively).

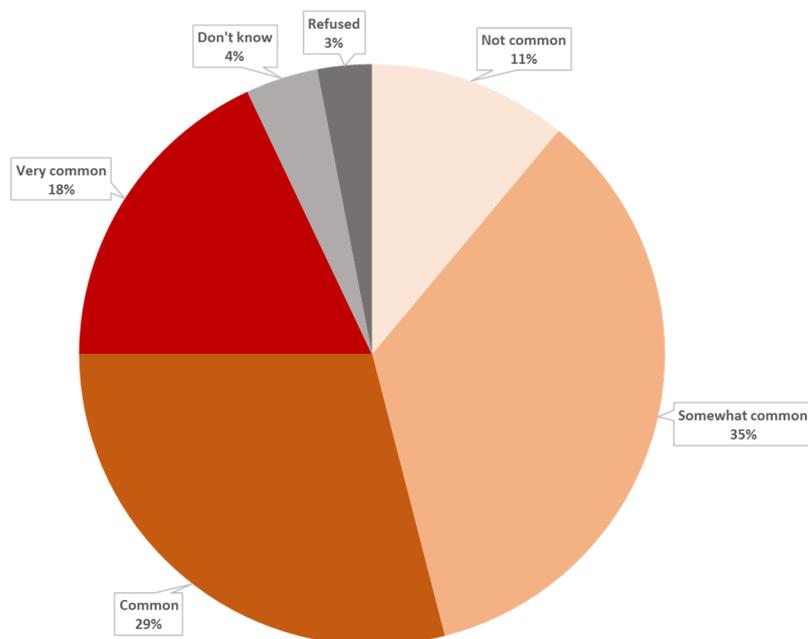


- Asian respondents were significantly less likely to describe unwanted sexual behaviour or attention as unwanted physical advances or sexual activity (15 percent, compared with 32 percent of all surveyed respondents), or suggestive language/unwanted flirting/unwanted comments about someone's personal appearance (12 percent, compared with 22 percent of all respondents).

Public Perceptions as to how common unwanted sexual behaviour or attention is in New Zealand

Respondents were asked how common they thought unwanted sexual behaviour or attention is in New Zealand (Figure 2). Approximately half of all people surveyed (47 percent) reported they thought it was common (29 percent) or very common (18 percent), while one in three respondents felt it was somewhat common (35 percent).

Figure 2: Perceptions of how common unwanted sexual behaviour or attention is in New Zealand (n=1,076)



When viewed by their demographic characteristics:

- Females were significantly more likely than males to report that unwanted sexual behaviour or attention was very common in New Zealand (22 percent and 13 percent, respectively).
- Respondents living in households that had an average income of greater than \$80,000 per annum were significantly more likely to report believing it was somewhat common (42 percent, compared with 35 percent of all surveyed respondents).
- Māori respondents were significantly more likely to report it was common/very common (66 percent, compared with 47 percent of all respondents). In contrast, Asian respondents were significantly more likely to report unwanted sexual behaviour or attention was not common in New Zealand (35 percent, compared with 11 percent of all surveyed respondents).



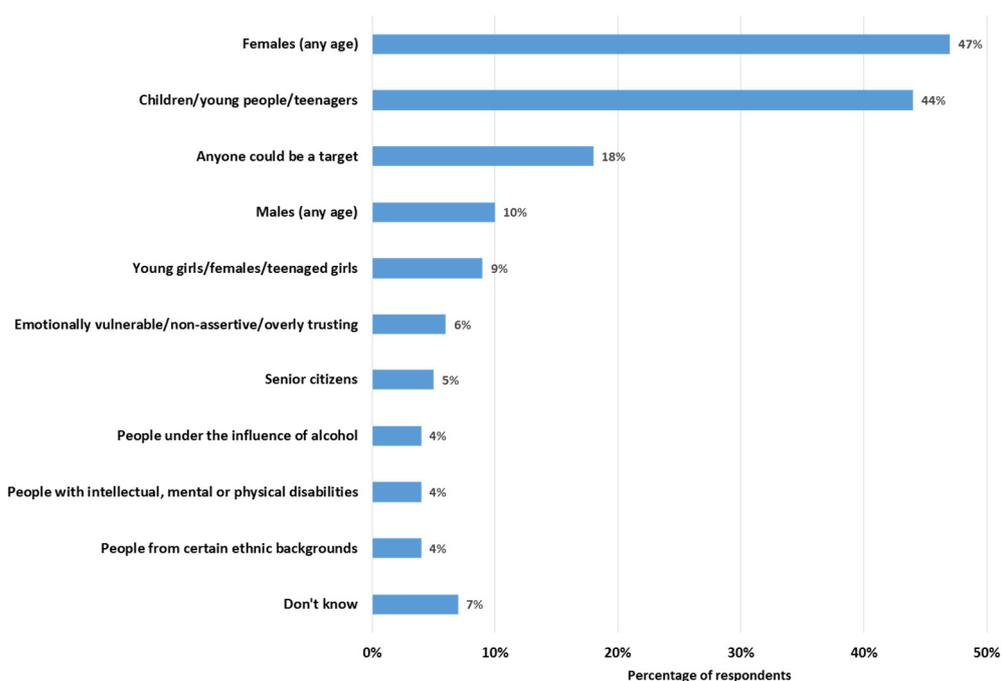
- ↳ Respondents who reported personally knowing someone who had been the target or recipient of unwanted sexual behaviour or attention were significantly more likely to report it was common/very common (59 percent), than were those who did not know someone who had been a target or recipient of unwanted sexual behaviour or attention (34 percent).
- ↳ When compared with all respondents, the sub-sample of respondents who reported personally knowing a male who had been the target or recipient of unwanted sexual behaviour or attention were significantly more likely to report that unwanted sexual behaviour or attention was common/very common in New Zealand (62 percent, compared with 47 percent of all respondents).
- ↳ When viewed by the respondents' age group, there were no statistically significant differences in relation to perceptions of how common unwanted sexual behaviour or attention was in New Zealand.

Public perceptions of people who are most likely to experience or be targeted by unwanted sexual behaviour

Respondents were asked on an unprompted basis, which types of people they believed are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand (Figure 3).

Just under half said females of any age (47 percent), while a similar proportion identified children/young people/teenagers (44 percent). Approximately one in five respondents (18 percent) said anyone could be a target, while 10 percent identified males of any age on an unprompted basis.

Figure 3: Perceptions of who is more likely to experience or be targeted by unwanted sexual behaviour (n=1,076)





When viewed by the respondents' demographic characteristics:

- u Females were more likely than males to report that anyone could be a target (25 percent and 12 percent, respectively).
- u Respondents in households with incomes of between \$40,000 and \$80,000 were significantly more likely to identify children/young people/teenagers (52 percent, compared with 44 percent of all surveyed respondents).
- u Asian respondents were significantly more likely to report they did not know which types of people were more likely to experience, or be targets of, unwanted sexual behaviour (19 percent, compared with seven percent of all surveyed respondents), while being significantly less likely to identify females of any age (28 percent) or young girls/females/teenage girls (two percent), compared with 47 percent and nine percent of all respondents, respectively.
- u Respondents who reported personally knowing someone who, at some time in their life, had experienced unwanted sexual attention or behaviour, were more likely to identify females of any age (55 percent, compared with 41 percent of respondents who did not know someone who had been the recipient of unwanted sexual behaviour). They were also significantly more likely to report that anyone could be a target (23 percent, compared with 13 percent of those who did not know anyone personally who had experienced unwanted sexual behaviour).
- u Among the sub-sample of respondents who reported personally knowing a male who had been the target or recipient of unwanted sexual behaviour, the only significant difference was that they were more likely to report that anyone could be a target (32 percent, compared with 18 percent of all surveyed respondents).
- u When viewed by respondents' age group, there were no statistically significant differences in relation to perceptions of people who are more likely to be targeted.

Public Perceptions of People who are most vulnerable

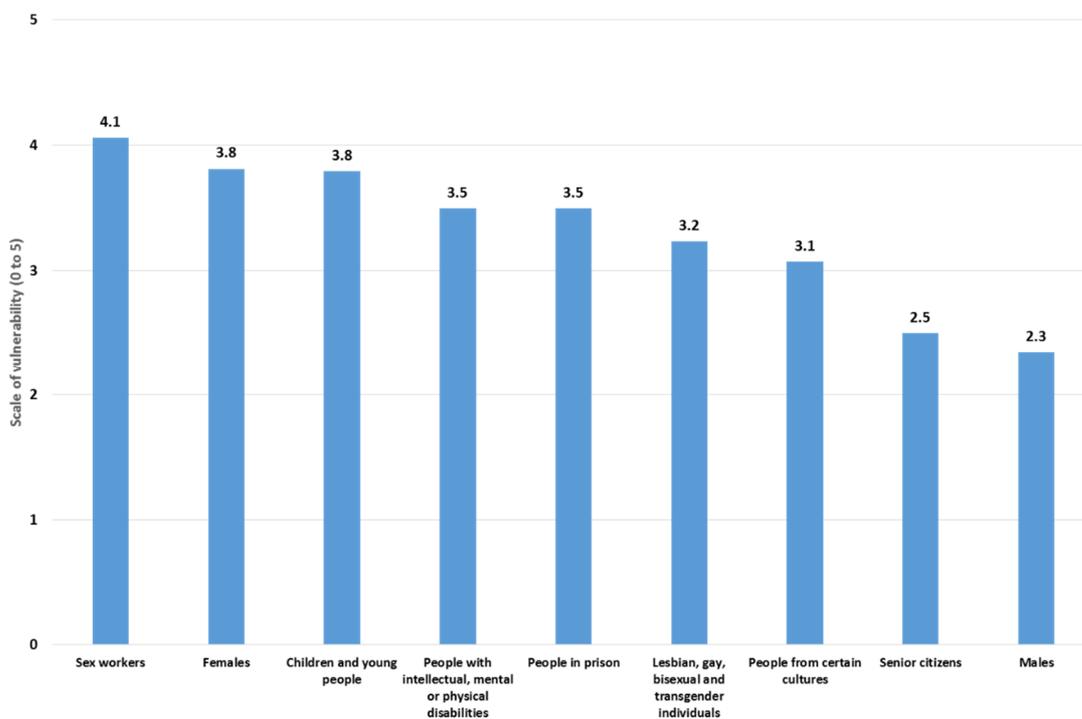
As a follow-up question, respondents were asked to rate the vulnerability of different groups of people, in relation to unwanted sexual behaviour or attention, using a scale of 0 to 5 where '0' equals not at all vulnerable and '5' equals extremely vulnerable (Figure 4 overleaf).

On average, sex workers were rated as being the group with the highest degree of vulnerability (4.1 out of 5), followed by females and young people (both at 3.8). In contrast, males were rated as being the least vulnerable group at 2.3.

Figure 5 shows the proportions of respondents who rated each group as being vulnerable (a rating of '4') or extremely vulnerable (a rating of '5').

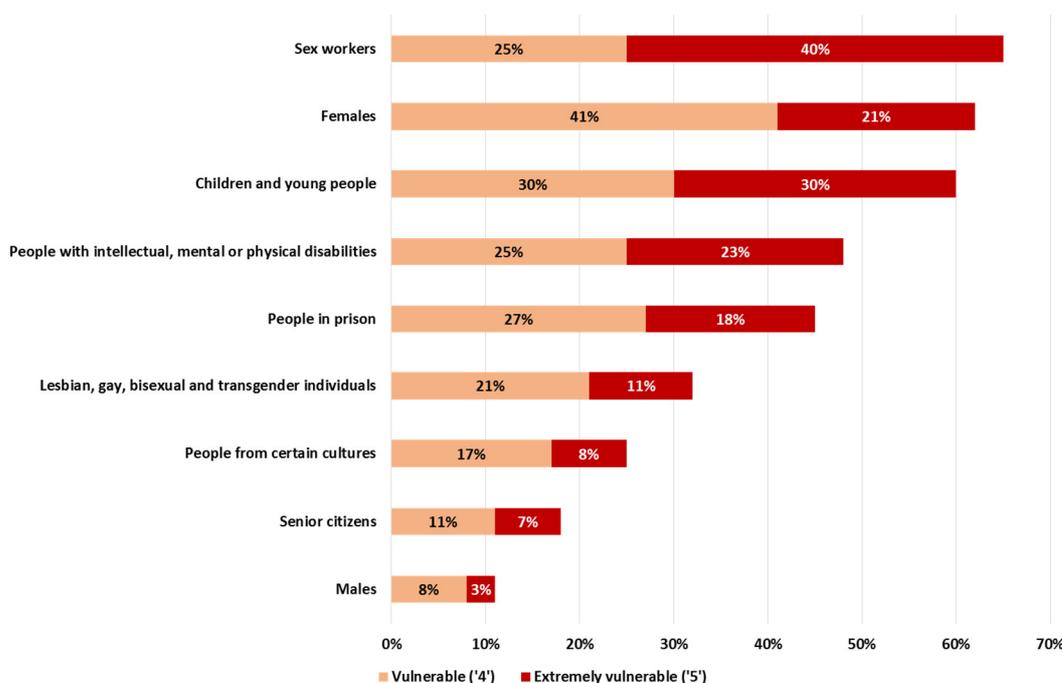


Figure 4: Perceptions of different groups' vulnerability in relation to unwanted sexual behaviour attention*



*Note: bases vary as average ratings exclude don't know and refused responses.

Figure 5: Proportions of respondents that rated different groups as being vulnerable or very vulnerable in relation to unwanted sexual behaviour/attention (n=1,076)





When viewed by the respondents' demographic characteristics:

- ⌚ There were no statistically significant differences in relation to the above findings when viewed by respondent age groups.
- ⌚ Males were significantly more likely than females to rate males as being not at all vulnerable (a rating of '0') (22 percent and 14 percent, respectively). Males were also significantly more likely than females to rate senior citizens as being not at all vulnerable (29 percent and 14 percent, respectively).
- ⌚ In contrast females were significantly more likely to rate children and young people as being extremely vulnerable (a rating of '5') (37 percent compared with 23 percent of males); as well as people with intellectual, mental or physical disabilities (29 percent, compared with 16 percent of males).
- ⌚ Māori respondents were significantly more likely than all respondents to rate a number of the different groups as being extremely vulnerable (a rating of '5') in relation to unwanted sexual behaviour or attention:
 - ⌚ Children and young people (53 percent, compared with 30 percent of all respondents).
 - ⌚ People with intellectual, mental or physical disabilities (41 percent and 23 percent, respectively).
 - ⌚ Females (37 percent and 21 percent, respectively).
 - ⌚ People in prison (28 percent and 18 percent, respectively).
 - ⌚ Senior citizens (21 percent and seven percent, respectively).
 - ⌚ People from certain cultures (20 percent and eight percent, respectively).
- ⌚ Respondents who reported personally knowing someone who had been the recipient of unwanted sexual behaviour or attention at some time in their life were significantly more likely than those who did not know someone who had been a target or recipient to rate the following groups as being extremely vulnerable (a rating of '5').
 - ⌚ Sex workers (46 percent and 36 percent, respectively).
 - ⌚ Children and young people (36 percent and 25 percent, respectively).
 - ⌚ People with intellectual, mental or physical disabilities (28 percent and 19 percent, respectively).
- ⌚ Respondents who reported personally knowing a male who had been the recipient or target of unwanted sexual behaviour were significantly more likely to rate males as being vulnerable/very vulnerable (a rating of '4' or '5') (23 percent, compared with 11 percent of all surveyed respondents).



Conclusion

The results of the MSSA Trust's survey add to its evidence base as to the awareness and perceptions of unwanted sexual behaviour or attention in New Zealand in general, and particularly in relation to perceptions of the degree to which this issue affects males.

While the survey findings indicate that there are moderate to high levels of awareness that unwanted sexual behaviour or attention is an issue for people in New Zealand, it is most commonly believed that it is an issue that primarily affects females, young people, sex workers and people with intellectual, mental or physical disabilities.

In contrast, general levels of awareness and perceptions that unwanted sexual behaviour or attention can affect males is comparatively low; given that, on an unprompted basis, only 10 percent of all people surveyed felt that men were a likely target/recipient group for such behaviour. Similarly, on a prompted basis, only 11 percent of all people surveyed reported believing that males in general are either vulnerable (eight percent) or extremely vulnerable (three percent).

This is despite the finding that approximately one in six adult New Zealanders (15 percent) personally know a male who has been the target or recipient of unwanted sexual behaviour or attention at some time in their life.

This would suggest that more work is required to raise awareness of the issue that anyone, regardless of their gender, can be a target or recipient of such behaviour at some time during their life.

A[[endix A: Survey questionnaire

MSSA Trust – Questions to be included in Research NZ Omnibus Survey

Research New Zealand #4695

DATE January 2015

*****O[ening demogra[hic questions*****

Q1 First of all, could you please tell me which of the following age groups you come into? **Read**

- 118-24
- 225-34
- 335-44
- 445-54
- 555-64
- 665-74
- 775 and over
- 8Under 18 years of age ****Do not read**] terminate**
- 99 ...Refused ****Do not read**] terminate**

Q2 In which of the following areas do you live?

- 1Northland
- 2Auckland
- 3Waikato
- 4Bay of Plenty
- 5Gisborne
- 6Hawke's Bay
- 7Taranaki
- 8Manawatu-Wanganui
- 9Wellington-Wairarapa
- 10 ...Tasman
- 11 ...Nelson
- 12 ...Marlborough
- 13 ...West Coast
- 14 ...Canterbury
- 15 ...Otago
- 16 ...Southland
- 98 ...Don't know ****Do not read****

Q3 And which ethnic group do you belong to? **(IF NECESSARY: you can belong to more than one)**

CODE MANY

- 1New Zealand European (or Pakeha)
- 2Māori
- 3Pacific
- 4Asian
- 5Middle East/Latin American/African
- 96 ...Other ethnic group **S[ecify**
- 99 ...Refused **;E**

Q4 And are you ...? **Read Code many**

- 1An employer
- 2Self-employed
- 3A salary or wage earner
- 4Retired
- 5A full time home-maker
- 6A student
- 7Unemployed
- 8Other beneficiary
- 99 ...Refused ;E ****Do not read****

*****MSSA Trust questions*****

The next few questions are of a sensitive nature. Please let me know at any time if you would prefer to skip these questions. These questions are being asked to help prepare a case to the Lotteries Board for funding towards a larger project on the subject covered by the questions.

Q5 Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem that affects people in New Zealand? Which of the following best describes you in terms of this issue? **Read**

- 1I have heard nothing about it
- 2I have heard a little
- 3I have heard a reasonable amount
- 4I have heard a lot about it
- 98....Don't know ****Do not read****
- 99....Refused ****Do not read****

Q6 What do you think the term 'unwanted sexual behaviour or attention' means?

- 1Answer **S] ecify**
- 98 ...Don't know
- 99 ...Refused

Q7 For the next few questions, we will define 'unwanted sexual behaviour or attention' as meaning any sexual act or sexually-related behaviour that happens without a person's consent or which makes them feel uncomfortable.

First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? **Read**

- 1Not common
- 2Somewhat common
- 3Common
- 4Very common
- 98 ...Don't know ****Do not read****
- 99 ...Refused ****Do not read****

Q8 Which types of people do you believe are most likely to be the targets or recipients of unwanted sexual behaviour or attention in New Zealand? **Code first mentioned. Code many.**

Probe to no.

- 1Children/younger people
- 2Older people
- 3Females
- 4Males
- 5People from certain ethnic backgrounds
- 6People with intellectual, mental or physical disabilities
- 7Lesbian, gay, bisexual and transgender individuals
- 8Sex workers
- 9People who are in prison
- 10 ...Anyone could be a target
- 11 ...Family members of perpetrators
- 12 ...Lonely/emotionally vulnerable people
- 13 ...People under the influence of alcohol or drugs
- 14 ...People under the authority of others in the workplace
- 15 ...People that dress provocatively
- 16 ...People that are very attractive
- 17 ...People that are socio-economically disadvantaged
- 18 ...Young females/women
- 19 ...Young males/men
- 96 ...Other **Sp ecify**
- 97 ...None
- 98 ...Don't know
- 99 ...Refused

Q9 I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

Read. RND

	Not at all vulnerable				Extremely vulnerable	Don't know	Refused
A. Children and younger people	1	2	3	4	5	98	99
B. Older people	1	2	3	4	5	98	99
C. Females	1	2	3	4	5	98	99
D. Males	1	2	3	4	5	98	99
E. People from certain cultures	1	2	3	4	5	98	99
F. People with intellectual, mental or physical disabilities	1	2	3	4	5	98	99
G. Lesbian, gay, bisexual and transgender individuals	1	2	3	4	5	98	99
H. Sex workers	1	2	3	4	5	98	99
I. People who are in prison	1	2	3	4	5	98	99
J. Any other groups that you consider to be vulnerable? S] ecify	1	2	3	4	5	98	99

Q10 Do you personally know of anyone in New Zealand who has been the target or recipient of unwanted sexual behaviour or attention at any time in their life?

- 1Yes
- 2No
- 98 ...Don't know
- 99 ...Refused

Q11 **If Q10=1 ask.** Was this person (or were these people) female or male? **Code many**

- 1Female
- 2Male
- 96 ...Other **S] ecify**
- 98 ...Don't know
- 99 ...Refused

***** Closing demographic questions *****

Q12 Thank you. Now just to finish off, I would like to ask some questions about you, to help make sure that we have spoken to a wide range of different people. First of all, can you tell me how many people, in total, live in your household?

1One (including the respondent)

2Two

3Three

4Four

5Five

6Six

96 ...More than six **S[ecify**

99 ...Refused

Q13 **If Q12=1 go to Q15** Are there any children in your household that are under 16 years of age?

1Yes

2No

99 ...Refused

Q14 And are you married or living with a partner? **Note to interviewer:** This includes civil unions and de facto relationships

1Yes

2No

99 ...Refused

Q15 **If Q14=1 ask** Which of these best describes the joint income of you and your partner before tax, for the last year? Please include any child support, benefits or other income support you or your partner may receive. **READ**

If Q14>1 ask: Which of these best describes your personal income from all sources, before tax for the last year? Please include any child support, benefits or other income support you may receive. **READ**

1..... Under \$40,000

2..... At least \$40,000 but less than \$80,000

3..... \$80,000 but less than \$100,000

4..... \$100,000 but less than \$120,000

5..... \$120,000 or more

98.... Don't know ****Do not read****

99.... Refused ****Do not read****

Q16 Which of these best describes your highest educational qualification? **READ**

1NCEA, School Certificate, or other secondary school qualification

2Polytechnic qualification or Trade Certificate, or

3Bachelors degree or higher

96 ...Other **S[ecify** ****Do not read****

97 ...None / No qualifications ****Do not read****

98 ...Don't know ****Do not read****

Q17 And which of these best describes where you live? Do you live in a...? **READ**

1Rural area or small town with a population of less than 10,000

2Or do you live in a large town or city with a population greater than 10,000

98 ...Don't know ****Do not read****

Q18 And can I just confirm that you are the oldest/youngest male/female in your household who is at least 18 years of age?

- 1.Yes
- 2.No
- 98. ..Don't Know
- 99. ..Refused

Q19 Thank you very much for your help. My name is **[Q01V]** from Research New Zealand. If you have enquiries about this survey, please ring the Project Manager, [Name] on our toll-free number: 0800 500 168. (Wellington respondents 499-3088)

Q20 Would you like to know how you can get more information or advice about the issue of unwanted sexual behaviour that we discussed today?

- 1.Yes
- 2.No
- 98. ..Don't Know
- 99. ..Refused

Q20a **If Q20=1 read, else skip** . For confidential advice or support relating to a recent issue, a national support centre is available. The 24 hour helpline number is 0800 88 33 00 and the website address is www.rapecrisisnz.org.nz.

A wide range of other services is also available. These are all listed on the following website:
www.toah-nnest.org.nz.

A[[endix B: Tables

Table 1:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	18-34	35-54	55+
Unweighted base =	1076	169	398	509
Weighted base =	1076	312	395	370
	%	%	%	%
I have heard nothing about it	14	22	11	9
I have heard a little	36	37	38	33
I have heard a reasonable amount	34	24	35	41
I have heard a lot about it	15	15	14	16
Don't know	1	1	1	1
Refused	1	1	1	1
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 2:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	Male	Female
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
	%	%	%
I have heard nothing about it	14	15	12
I have heard a little	36	37	35
I have heard a reasonable amount	34	33	35
I have heard a lot about it	15	13	17
Don't know	1	1	1
Refused	1	1	1
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 3:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	Under \$40,000	\$40,000- \$80,000	\$80,000+	Don't know/refused
Unweighted base =	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
	%	%	%	%	%
I have heard nothing about it	14	14	14	12	16
I have heard a little	36	36	36	36	35
I have heard a reasonable amount	34	32	32	38	30
I have heard a lot about it	15	17	16	13	15
Don't know	1	1	1	1	1
Refused	1	0	1	0	2
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 4:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
	%	%	%	%	%	%
I have heard nothing about it	14	10	17	32	46	10
I have heard a little	36	36	36	28	29	39
I have heard a reasonable amount	34	37	21	28	13	33
I have heard a lot about it	15	16	25	12	5	16
Don't know	1	1	0	0	4	1
Refused	1	0	1	0	3	1
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 5:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	Know someone who has been a target	Do not know someone who has been a target	Don't know/Refused
Unweighted base =	1076	612	392	72
Weighted base =	1076	606	404	66
	%	%	%	%
I have heard nothing about it	14	9	20	14
I have heard a little	36	31	42	39
I have heard a reasonable amount	34	38	29	24
I have heard a lot about it	15	22	7	6
Don't know	1	0	1	4
Refused	1	0	0	12
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 6:

Q8. Have you ever heard of the issue of unwanted sexual behaviour or attention being a problem affecting people in New Zealand? Which of the following best describes you in terms of this issue? READ

	Total	Target was female	Target was male	Don't know/Refused
Unweighted base =	612*	573	170	3**
Weighted base =	606*	570	166	2**
	%	%	%	%
I have heard nothing about it	9	9	8	0
I have heard a little	31	31	25	0
I have heard a reasonable amount	38	38	39	0
I have heard a lot about it	22	22	26	100
Don't know	0	0	1	0
Refused	0	0	0	0
Total	100	100	100	100

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 7:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	18-34	35-54	55+
Unweighted base =	1076	169	398	509
Weighted base =	1076	312	395	370
	%	%	%	%
Rape/sexual assault	14	19	11	12
Unwanted physical advances or sexual activity	32	28	35	32
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	8	6	8	8
Uninvited or coerced sexual behaviour	14	18	11	14
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	22	17	25	21
Sending of suggestive/offensive imagery	2	2	3	2
Pestering someone to participate in sex/not taking no for an answer	7	4	7	10
Sexual harassment (in the workplace or any other environment)	10	11	12	8
Stalking	2	3	2	2
Dressing inappropriately/suggestively/acting in a sexually inappropriate manner in public	2	1	3	3
Unacceptable/illegal behaviour towards someone else	2	1	2	4
Other	2	1	2	3
Don't know	12	16	11	10
Refused	3	2	3	3

Total may exceed 100% because of multiple responses.

Table 8:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	Male	Female
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
	%	%	%
Rape/sexual assault	14	14	13
Unwanted physical advances or sexual activity	32	28	36
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	8	7	8
Uninvited or coerced sexual behaviour	14	11	17
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	22	20	23
Sending of suggestive/offensive imagery	2	2	2
Pestering someone to participate in sex/not taking no for an answer	7	7	7
Sexual harassment (in the workplace or any other environment)	10	12	9
Stalking	2	3	2
Dressing inappropriately/suggestively/acting in a sexually inappropriate manner in public	2	2	2
Unacceptable/illegal behaviour towards someone else	2	3	2
Other	2	3	1
Don't know	12	15	9
Refused	3	3	2

Total may exceed 100% because of multiple responses.

Table 9:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	Under \$40,000	\$40,000- \$80,000	\$80,000+	Don't know/refused
Unweighted base =	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
	%	%	%	%	%
Rape/sexual assault	14	20	14	8	12
Unwanted physical advances or sexual activity	32	31	29	36	28
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	8	7	8	8	7
Uninvited or coerced sexual behaviour	14	14	12	14	16
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	22	18	21	26	17
Sending of suggestive/offensive imagery	2	1	2	4	2
Pestering someone to participate in sex/not taking no for an answer	7	7	9	6	7
Sexual harassment (in the workplace or any other environment)	10	9	12	11	8
Stalking	2	2	3	2	0
Dressing inappropriately/suggestively/ acting in a sexually inappropriate manner in public	2	1	3	3	1
Unacceptable/illegal behaviour towards someone else	2	3	2	2	1
Other	2	2	2	2	1
Don't know	12	12	13	10	16
Refused	3	2	2	2	8

Total may exceed 100% because of multiple responses.

Table 10:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
	%	%	%	%	%	%
Rape/sexual assault	14	14	14	29	10	14
Unwanted physical advances or sexual activity	32	35	35	8	15	31
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	8	8	9	0	5	11
Uninvited or coerced sexual behaviour	14	13	16	26	16	12
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	22	23	16	4	12	26
Sending of suggestive/offensive imagery	2	2	2	0	1	3
Pestering someone to participate in sex/not taking no for an answer	7	7	5	0	7	9
Sexual harassment (in the workplace or any other environment)	10	10	9	17	8	10
Stalking	2	2	1	0	3	4
Dressing inappropriately/suggestively/acting in a sexually inappropriate manner in public	2	2	4	2	9	2
Unacceptable/illegal behaviour towards someone else	2	2	2	0	1	2
Other	2	2	3	0	6	2
Don't know	12	11	11	29	19	10
Refused	3	2	2	0	8	6

Total may exceed 100% because of multiple responses.

**Caution: low base number of respondents - results are indicative only.

Table 11:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	Know someone who has been a target	Do not know someone who has been a target	Don't know/Refused
Unweighted base =	1076	612	392	72
Weighted base =	1076	606	404	66
	%	%	%	%
Rape/sexual assault	14	12	18	7
Unwanted physical advances or sexual activity	32	36	29	13
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	8	9	6	2
Uninvited or coerced sexual behaviour	14	15	13	5
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	22	24	20	9
Sending of suggestive/offensiv e imagery	2	2	2	1
Pestering someone to participate in sex/not taking no for an answer	7	8	6	8
Sexual harassment (in the workplace or any other environment)	10	12	9	3
Stalking	2	3	2	0
Dressing inappropriately/sug gestively/acting in a sexually inappropriate manner in public	2	2	3	0
Unacceptable/illegal behaviour towards someone else	2	2	3	3
Other	2	2	3	0
Don't know	12	8	18	17
Refused	3	0	0	42

Total may exceed 100% because of multiple responses.

Table 12:*Q9 What, in your own words, does the term 'unwanted sexual behaviour or attention' mean?*

	Total	Target was female	Target was male	Don't know/Refused
Unweighted base =	612*	573	170	3**
Weighted base =	606*	570	166	2**
	%	%	%	%
Rape/sexual assault	12	12	11	0
Unwanted physical advances or sexual activity	36	36	35	100
Sexual abuse of someone in a vulnerable position (e.g. child, family member, elderly, sex workers)	9	9	12	0
Uninvited or coerced sexual behaviour	15	15	19	0
Suggestive language/unwanted flirting/unwanted comments about someone's appearance	24	24	24	33
Sending of suggestive/offensive imagery	2	3	2	0
Pestering someone to participate in sex/not taking no for an answer	8	8	6	33
Sexual harassment (in the workplace or any other environment)	12	13	10	0
Stalking	3	3	4	0
Dressing inappropriately/suggestively/acting in a sexually inappropriate manner in public	2	2	2	0
Unacceptable/illegal behaviour towards someone else	2	2	2	0
Other	2	2	2	0
Don't know	8	8	9	0
Refused	0	0	0	0

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour. **Caution: low base number of respondents - results are indicative only.

Table 13:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	18-34	35-54	55+
Unweighted base =	1076	169	398	509
Weighted base =	1076	312	395	370
	%	%	%	%
Not common	11	12	11	9
Somewhat common	35	36	37	33
Common	29	31	29	27
Very common	18	18	16	20
Don't know	4	1	4	7
Refused	3	2	3	4
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 14:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	Male	Female
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
	%	%	%
Not common	11	14	7
Somewhat common	35	40	31
Common	29	24	33
Very common	18	13	22
Don't know	4	5	3
Refused	3	4	3
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 15:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	Under \$40,000	\$40,000-\$80,000	\$80,000+	Don't know/refused
Unweighted base =	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
	%	%	%	%	%
Not common	11	10	9	11	14
Somewhat common	35	30	38	42	21
Common	29	30	31	25	32
Very common	18	24	15	17	14
Don't know	4	4	5	3	7
Refused	3	3	2	2	10
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 16:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
	%	%	%	%	%	%
Not common	11	8	10	18	35	10
Somewhat common	35	39	20	26	24	34
Common	29	30	42	26	25	23
Very common	18	17	24	29	5	21
Don't know	4	4	2	2	3	5
Refused	3	2	2	0	8	7
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 17:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	Know someone who has been a target	Do not know someone who has been a target	Don't know/Refused
Unweighted base =	1076	612	392	72
Weighted base =	1076	606	404	66
	%	%	%	%
Not common	11	6	18	9
Somewhat common	35	33	42	18
Common	29	34	25	9
Very common	18	25	9	7
Don't know	4	2	6	7
Refused	3	0	0	51
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 18:

Q10. First of all, how common do you believe the problem of unwanted sexual behaviour or attention is in New Zealand? Would you say it is ...? READ

	Total	Target was female	Target was male	Don't know/Refused
Unweighted base =	612*	573	170	3**
Weighted base =	606*	570	166	2**
	%	%	%	%
Not common	6	5	7	0
Somewhat common	33	32	29	0
Common	34	35	30	66
Very common	25	26	32	0
Don't know	2	2	2	34
Refused	0	0	0	0
Total	100	100	100	100

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 19:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	18-34	35-54	55+
Unweighted base =	1076	169	398	509
Weighted base =	1076	312	395	370
	%	%	%	%
Children/young people/teenagers	44	40	49	43
Young girls/females/teenaged girls	9	11	8	8
Young boys/males/teenaged boys	0	0	0	1
Senior citizens	5	7	4	6
Females (any age)	47	49	50	43
Males (any age)	10	8	9	12
People from certain ethnic backgrounds	4	5	3	4
People with intellectual, mental or physical disabilities	4	5	4	4
Lesbian, gay, bisexual and transgender individuals	3	2	3	3
Sex workers	1	1	1	0
People who are in prison	1	1	0	0
Anyone could be a target	18	14	19	21
Family members of perpetrators	2	2	2	2
Emotionally vulnerable/non-assertive/overly trusting	6	5	7	7
People under the influence of alcohol	4	3	5	3
People under the authority of others in the workplace or other environment	2	2	3	3
People that dress/act provocatively	2	1	2	2
People that are very attractive	2	3	3	1
People that are disadvantaged socio-economically	3	3	4	1
Other	2	1	3	2
None	0	1	0	0
Don't know	7	9	5	7
Refused	4	3	4	5

Total may exceed 100% because of multiple responses.

Table 20:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	Male	Female
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
	%	%	%
Children/young people/teenagers	44	43	45
Young girls/females/teenaged girls	9	10	8
Young boys/males/teenaged boys	0	0	1
Senior citizens	5	5	6
Females (any age)	47	50	45
Males (any age)	10	8	11
People from certain ethnic backgrounds	4	6	2
People with intellectual, mental or physical disabilities	4	3	6
Lesbian, gay, bisexual and transgender individuals	3	3	2
Sex workers	1	0	1
People who are in prison	1	0	1
Anyone could be a target	18	12	25
Family members of perpetrators	2	2	3
Emotionally vulnerable/non-assertive/overly trusting	6	5	7
People under the influence of alcohol	4	3	4
People under the authority of others in the workplace or other environment	2	3	2
People that dress/act provocatively	2	2	2
People that are very attractive	2	3	2
People that are disadvantaged socio-economically	3	3	3
Other	2	3	2
None	0	0	0
Don't know	7	7	7
Refused	4	5	4

Total may exceed 100% because of multiple responses.

Table 21:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	Under \$40,000	\$40,000- \$80,000	\$80,000+	Don't know/refused
Unweighted base =	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
	%	%	%	%	%
Children/young people/teenagers	44	44	52	40	37
Young girls/females/ teenaged girls	9	9	7	12	5
Young boys/males/ teenaged boys	0	0	0	0	1
Senior citizens	5	7	4	5	6
Females (any age)	47	42	51	51	40
Males (any age)	10	11	12	8	8
People from certain ethnic backgrounds	4	5	6	2	1
People with intellectual, mental or physical disabilities	4	4	4	4	8
Lesbian, gay, bisexual and transgender individuals	3	2	3	4	2
Sex workers	1	1	1	1	2
People who are in prison	1	0	1	0	2
Anyone could be a target	18	19	17	19	17
Family members of perpetrators	2	2	1	2	3
Emotionally vulnerable/non- assertive/overly trusting	6	6	7	6	6
People under the influence of alcohol	4	4	3	3	6
People under the authority of others in the workplace or other environment	2	2	3	3	3
People that dress/act provocatively	2	2	2	1	3
People that are very attractive	2	2	3	3	1
People that are disadvantaged socio- economically	3	3	1	5	0
Other	2	2	2	2	0
None	0	0	0	1	0
Don't know	7	8	7	5	10
Refused	4	4	4	3	13

Total may exceed 100% because of multiple responses.

Table 22:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
	%	%	%	%	%	%
Children/young people/teenagers	44	44	38	60	40	46
Young girls/females/teenaged girls	9	11	8	7	2	9
Young boys/males/teenaged boys	0	0	1	0	0	1
Senior citizens	5	5	3	16	5	7
Females (any age)	47	50	46	56	28	44
Males (any age)	10	9	13	15	10	12
People from certain ethnic backgrounds	4	3	2	8	7	4
People with intellectual, mental or physical disabilities	4	4	9	4	4	3
Lesbian, gay, bisexual and transgender individuals	3	2	1	4	3	4
Sex workers	1	0	1	0	4	1
People who are in prison	1	0	0	0	3	0
Anyone could be a target	18	20	24	0	12	16
Family members of perpetrators	2	2	1	2	0	2
Emotionally vulnerable/non-assertive/overly trusting	6	7	11	0	4	6
People under the influence of alcohol	4	3	4	4	5	3
People under the authority of others in the workplace or other environment	2	3	4	0	3	2
People that dress/act provocatively	2	1	1	0	4	2
People that are very attractive	2	2	3	2	8	2
People that are disadvantaged socio-economically	3	3	3	0	7	1
Other	2	2	1	6	0	2
None	0	0	0	0	2	0
Don't know	7	5	9	9	19	6
Refused	4	3	2	0	11	8

Total may exceed 100% because of multiple responses.

**Caution: low base number of respondents - results are indicative only.

Table 23:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	Know someone who has been a target	Do not know someone who has been a target	Don't know/Refused
Unweighted base =	1076	612	392	72
Weighted base =	1076	606	404	66
	%	%	%	%
Children/young people/teenagers	44	48	44	10
Young girls/females/teenaged girls	9	10	8	6
Young boys/males/teenaged boys	0	1	0	0
Senior citizens	5	7	4	0
Females (any age)	47	55	41	16
Males (any age)	10	13	6	6
People from certain ethnic backgrounds	4	2	7	1
People with intellectual, mental or physical disabilities	4	5	4	3
Lesbian, gay, bisexual and transgender individuals	3	4	1	2
Sex workers	1	1	1	0
People who are in prison	1	1	0	0
Anyone could be a target	18	23	13	4
Family members of perpetrators	2	2	3	0
Emotionally vulnerable/non-assertive/overly trusting	6	8	5	3
People under the influence of alcohol	4	4	4	0
People under the authority of others in the workplace or other environment	2	3	2	1
People that dress/act provocatively	2	2	2	0
People that are very attractive	2	3	2	0
People that are disadvantaged socio-economically	3	3	3	0
Other	2	2	2	0
None	0	0	1	0
Don't know	7	4	12	5
Refused	4	0	0	69

Total may exceed 100% because of multiple responses.

Table 24:

Q11 Which types of people do you believe are most likely to experience or be targeted by unwanted sexual behaviour or attention in New Zealand? [Total mentioned]

	Total	Target was female	Target was male	Don't know/Refused
Unweighted base =	612*	573	170	3**
Weighted base =	606*	570	166	2**
	%	%	%	%
Children/young people/teenagers	48	48	47	33
Young girls/females/teenaged girls	10	11	11	0
Young boys/males/teenaged boys	1	0	0	0
Senior citizens	7	7	10	0
Females (any age)	55	55	48	66
Males (any age)	13	12	19	33
People from certain ethnic backgrounds	2	2	3	0
People with intellectual, mental or physical disabilities	5	5	7	33
Lesbian, gay, bisexual and transgender individuals	4	4	4	0
Sex workers	1	1	0	0
People who are in prison	1	1	0	0
Anyone could be a target	23	23	32	34
Family members of perpetrators	2	2	3	0
Emotionally vulnerable/non-assertive/overly trusting	8	7	9	0
People under the influence of alcohol	4	4	2	0
People under the authority of others in the workplace or other environment	3	3	2	0
People that dress/act provocatively	2	2	3	0
People that are very attractive	3	3	3	0
People that are disadvantaged socio-economically	3	3	2	0
Other	2	3	1	0
None	0	0	0	0
Don't know	4	4	3	0
Refused	0	0	0	0

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 25:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	18-34 %	35-54 %	55+ %
Children and young people				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	4	6	3	4
2	8	7	9	7
3	21	23	20	20
4	30	33	30	27
5. Extremely vulnerable	30	28	30	32
Don't know	1	0	2	2
Refused	6	4	6	8
Total	100	100	100	100
Senior citizens				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	21	26	17	22
2	29	30	31	25
3	24	27	23	22
4	11	8	13	10
5. Extremely vulnerable	7	5	8	8
Don't know	2	0	2	5
Refused	6	4	6	7
Total	100	100	100	100
Females				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	2	2	1	2
2	5	3	6	6
3	24	21	26	24
4	41	46	40	37
5. Extremely vulnerable	21	25	19	21
Don't know	2	0	3	3
Refused	6	4	6	7
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 26:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	18-34 %	35-54 %	55+ %
Males				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	17	14	19	18
2	40	46	40	34
3	23	26	22	22
4	8	7	7	9
5. Extremely vulnerable	3	2	4	4
Don't know	3	1	2	6
Refused	6	4	6	8
Total	100	100	100	100
People from certain cultures				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	5	6	4	6
2	17	14	19	16
3	38	47	35	32
4	17	17	17	16
5. Extremely vulnerable	8	8	8	8
Don't know	9	3	10	14
Refused	6	4	6	8
Total	100	100	100	100
People with intellectual, mental or physical disabilities				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	6	8	4	6
2	14	18	12	13
3	24	25	26	22
4	25	24	25	26
5. Extremely vulnerable	23	21	25	22
Don't know	2	1	2	5
Refused	6	4	6	7
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 27:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	18-34 %	35-54 %	55+ %
Lesbian, gay, bisexual and transgender individuals				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	4	4	4	4
2	16	18	16	14
3	34	36	37	30
4	21	24	21	20
5. Extremely vulnerable	11	13	10	9
Don't know	8	2	6	14
Refused	6	4	6	8
Total	100	100	100	100
Sex workers				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	3	2	3	4
2	6	4	5	9
3	15	12	13	19
4	25	25	25	26
5. Extremely vulnerable	40	51	45	26
Don't know	5	2	4	9
Refused	6	4	6	7
Total	100	100	100	100
People who are in prison				
Unweighted base				
=	1076	169	398	509
Weighted base =	1076	312	395	370
1. Not at all vulnerable	4	6	4	4
2	12	13	13	9
3	24	25	27	21
4	27	27	25	28
5. Extremely vulnerable	18	22	16	15
Don't know	10	4	9	15
Refused	6	4	6	8
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 28:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	Male %	Female %
Children and young people			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	4	6	2
2	8	10	7
3	21	25	17
4	30	29	31
5. Extremely vulnerable	30	23	37
Don't know	1	1	1
Refused	6	6	6
Total	100	100	100
Senior citizens			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	21	29	14
2	29	30	28
3	24	20	28
4	11	8	13
5. Extremely vulnerable	7	5	9
Don't know	2	3	2
Refused	6	6	6
Total	100	100	100
Females			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	2	2	1
2	5	6	5
3	24	23	25
4	41	42	39
5. Extremely vulnerable	21	20	22
Don't know	2	2	2
Refused	6	6	6
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 29:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Male %	Female %
Males			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	17	22	13
2	40	44	37
3	23	17	29
4	8	5	10
5. Extremely vulnerable	3	3	4
Don't know	3	3	3
Refused	6	6	6
Total	100	100	100
People from certain cultures			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	5	7	4
2	17	18	15
3	38	38	37
4	17	15	19
5. Extremely vulnerable	8	7	9
Don't know	9	9	9
Refused	6	6	7
Total	100	100	100
People with intellectual, mental or physical disabilities			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	6	9	3
2	14	18	10
3	24	28	21
4	25	21	29
5. Extremely vulnerable	23	16	29
Don't know	2	3	2
Refused	6	6	6
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 30:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Male %	Female %
Lesbian, gay, bisexual and transgender individuals			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	4	3	4
2	16	20	12
3	34	35	34
4	21	18	24
5. Extremely vulnerable	11	10	12
Don't know	8	8	7
Refused	6	6	6
Total	100	100	100
Sex workers			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	3	3	2
2	6	6	6
3	15	14	15
4	25	26	25
5. Extremely vulnerable	40	41	40
Don't know	5	4	6
Refused	6	6	6
Total	100	100	100
People who are in prison			
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
1. Not at all vulnerable	4	5	3
2	12	13	10
3	24	25	24
4	27	24	29
5. Extremely vulnerable	18	16	19
Don't know	10	11	8
Refused	6	6	6
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 31:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	Under \$40,000 %	\$40,000- \$80,000 %	\$80,000+ %	Don't know/refused %
Children and young people					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	4	4	4	4	6
2	8	7	8	10	4
3	21	25	19	20	15
4	30	28	35	32	17
5. Extremely vulnerable	30	31	30	28	34
Don't know	1	1	1	1	6
Refused	6	5	4	4	18
Total	100	100	100	100	100
Senior citizens					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	21	22	17	25	15
2	29	30	29	31	20
3	24	23	29	23	17
4	11	9	12	11	13
5. Extremely vulnerable	7	9	7	5	11
Don't know	2	3	1	1	7
Refused	6	5	4	4	17
Total	100	100	100	100	100
Females					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	2	2	1	1	3
2	5	5	4	6	6
3	24	23	22	28	17
4	41	39	46	40	33
5. Extremely vulnerable	21	23	21	21	19
Don't know	2	2	1	1	5
Refused	6	5	4	4	17
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 32:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Under \$40,000 %	\$40,000- \$80,000 %	\$80,000+ %	Don't know/refused %
Males					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	17	14	16	22	10
2	40	38	46	41	28
3	23	26	21	23	20
4	8	8	8	6	13
5. Extremely vulnerable	3	6	3	2	3
Don't know	3	4	2	2	9
Refused	6	5	4	4	17
Total	100	100	100	100	100
People from certain cultures					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	5	6	4	7	5
2	17	14	18	19	11
3	38	40	41	36	28
4	17	16	18	16	18
5. Extremely vulnerable	8	11	6	8	7
Don't know	9	9	8	10	12
Refused	6	5	5	5	18
Total	100	100	100	100	100
People with intellectual, mental or physical disabilities					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	6	6	5	5	6
2	14	17	10	14	12
3	24	25	27	26	10
4	25	19	31	26	25
5. Extremely vulnerable	23	25	22	21	24
Don't know	2	2	1	3	7
Refused	6	5	4	4	17
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 33:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Under \$40,000 %	\$40,000- \$80,000 %	\$80,000+ %	Don't know/refused %
Lesbian, gay, bisexual and transgender individuals					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	4	6	3	3	2
2	16	21	13	15	11
3	34	29	40	37	27
4	21	17	26	23	17
5. Extremely vulnerable	11	12	9	11	13
Don't know	8	9	5	6	13
Refused	6	5	4	5	18
Total	100	100	100	100	100
Sex workers					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	3	5	2	2	1
2	6	6	7	5	5
3	15	14	14	15	16
4	25	26	26	26	17
5. Extremely vulnerable	40	36	45	42	33
Don't know	5	8	2	5	11
Refused	6	5	4	4	17
Total	100	100	100	100	100
People who are in prison					
Unweighted base					
=	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
1. Not at all vulnerable	4	5	2	5	6
2	12	11	10	14	8
3	24	19	28	28	18
4	27	26	32	25	19
5. Extremely vulnerable	18	21	15	16	18
Don't know	10	12	8	8	13
Refused	6	5	4	4	18
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 34:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	New Zealand European (or Pakeha) %	Māori %	Pacific %	Asian %	Others/Refu sed %
Children and young people						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	4	4	3	13	7	4
2	8	9	2	3	11	5
3	21	22	15	14	24	21
4	30	32	23	36	17	29
5. Extremely vulnerable	30	28	53	35	27	30
Don't know	1	2	1	0	1	2
Refused	6	5	3	0	11	9
Total	100	100	100	100	100	100
Senior citizens						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	21	22	18	32	22	17
2	29	30	18	26	32	29
3	24	24	25	28	19	24
4	11	11	13	5	10	10
5. Extremely vulnerable	7	6	21	9	3	8
Don't know	2	3	2	0	2	2
Refused	6	5	3	0	11	9
Total	100	100	100	100	100	100
Females						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	2	1	1	0	5	2
2	5	5	3	3	3	7
3	24	26	14	16	21	19
4	41	43	40	33	29	40
5. Extremely vulnerable	21	19	37	48	26	22
Don't know	2	2	3	0	4	2
Refused	6	4	3	0	11	9
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 35:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	New Zealand European (or Pakeha) %	Māori %	Pacific %	Asian %	Others/Refu sed %
Males						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	17	17	20	15	23	13
2	40	44	28	38	28	35
3	23	22	25	21	17	30
4	8	6	13	18	10	8
5. Extremely vulnerable	3	3	8	5	7	2
Don't know	3	3	4	2	2	3
Refused	6	5	3	0	12	10
Total	100	100	100	100	100	100
People from certain cultures						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	5	5	5	8	5	6
2	17	18	15	9	10	14
3	38	37	33	34	50	36
4	17	17	14	24	14	18
5. Extremely vulnerable	8	6	20	20	5	9
Don't know	9	11	10	2	2	7
Refused	6	5	3	2	13	10
Total	100	100	100	100	100	100
People with intellectual, mental or physical disabilities						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	6	5	4	22	6	5
2	14	14	12	17	14	12
3	24	25	18	24	23	23
4	25	28	19	13	24	22
5. Extremely vulnerable	23	21	41	24	16	27
Don't know	2	2	3	0	4	2
Refused	6	5	3	0	11	9
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 36:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	New Zealand European (or Pakeha) %	Māori %	Pacific %	Asian %	Others/Refu sed %
Lesbian, gay, bisexual and transgender individuals						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	4	3	4	3	9	1
2	16	15	23	15	15	17
3	34	37	28	27	25	32
4	21	22	21	24	21	21
5. Extremely vulnerable	11	9	16	31	15	9
Don't know	8	8	5	0	4	9
Refused	6	5	3	0	12	11
Total	100	100	100	100	100	100
Sex workers						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	3	2	2	3	4	3
2	6	6	3	9	5	5
3	15	15	19	9	14	17
4	25	27	22	21	19	24
5. Extremely vulnerable	40	40	45	57	43	35
Don't know	5	5	6	2	4	6
Refused	6	5	3	0	11	9
Total	100	100	100	100	100	100
People who are in prison						
Unweighted base						
=	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
1. Not at all vulnerable	4	4	6	4	4	3
2	12	12	8	8	18	10
3	24	27	20	10	19	21
4	27	28	26	35	17	26
5. Extremely vulnerable	18	15	28	39	25	18
Don't know	10	10	9	0	6	12
Refused	6	5	3	2	11	10
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 37:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	Know someone who has been a target %	Do not know someone who has been a target %	Don't know/Refused %
Children and young people				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	4	2	8	2
2	8	8	9	1
3	21	19	26	7
4	30	34	27	9
5. Extremely vulnerable	30	36	25	3
Don't know	1	0	3	5
Refused	6	1	2	74
Total	100	100	100	100
Senior citizens				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	21	19	27	7
2	29	30	30	8
3	24	28	22	0
4	11	12	9	4
5. Extremely vulnerable	7	9	6	1
Don't know	2	2	3	6
Refused	6	1	2	74
Total	100	100	100	100
Females				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	2	0	3	0
2	5	4	7	2
3	24	25	25	5
4	41	45	39	11
5. Extremely vulnerable	21	24	21	3
Don't know	2	1	3	5
Refused	6	1	2	74
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 38:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Know someone who has been a target %	Do not know someone who has been a target %	Don't know/Refused %
Males				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	17	15	22	7
2	40	43	40	7
3	23	27	20	1
4	8	8	7	6
5. Extremely vulnerable	3	4	4	0
Don't know	3	2	4	5
Refused	6	1	2	75
Total	100	100	100	100
People from certain cultures				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	5	5	7	2
2	17	15	21	5
3	38	40	39	8
4	17	19	15	4
5. Extremely vulnerable	8	11	6	0
Don't know	9	9	10	6
Refused	6	2	2	75
Total	100	100	100	100
People with intellectual, mental or physical disabilities				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	6	4	10	1
2	14	12	17	6
3	24	24	28	9
4	25	31	20	6
5. Extremely vulnerable	23	28	19	1
Don't know	2	1	4	4
Refused	6	1	2	74
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 39:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Know someone who has been a target %	Do not know someone who has been a target %	Don't know/Refused %
Lesbian, gay, bisexual and transgender individuals				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	4	3	5	2
2	16	15	20	3
3	34	40	31	6
4	21	23	22	4
5. Extremely vulnerable	11	12	11	1
Don't know	8	6	9	10
Refused	6	2	2	75
Total	100	100	100	100
Sex workers				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	3	2	4	1
2	6	6	7	1
3	15	15	16	5
4	25	25	28	7
5. Extremely vulnerable	40	46	36	8
Don't know	5	5	7	4
Refused	6	1	2	74
Total	100	100	100	100
People who are in prison				
Unweighted base				
=	1076	612	392	72
Weighted base =	1076	606	404	66
1. Not at all vulnerable	4	4	5	0
2	12	11	15	2
3	24	25	27	6
4	27	30	24	7
5. Extremely vulnerable	18	20	16	1
Don't know	10	8	11	9
Refused	6	1	2	74
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 40:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'.

	Total %	Target was female %	Target was male %	Don't know/Refused %
Children and young people				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	2	1	2	0
2	8	8	7	0
3	19	19	23	0
4	34	34	28	33
5. Extremely vulnerable	36	37	37	67
Don't know	0	0	0	0
Refused	1	1	2	0
Total	100	100	100	100
Senior citizens				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	19	18	15	0
2	30	30	28	0
3	28	28	28	33
4	12	13	12	33
5. Extremely vulnerable	9	8	14	34
Don't know	2	2	2	0
Refused	1	1	2	0
Total	100	100	100	100
Females				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	0	1	0	0
2	4	4	5	0
3	25	25	26	0
4	45	45	47	33
5. Extremely vulnerable	24	25	19	67
Don't know	1	1	1	0
Refused	1	1	2	0
Total	100	100	100	100

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 41:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Target was female %	Target was male %	Don't know/Refused %
Males				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	15	15	9	0
2	43	43	32	0
3	27	27	33	33
4	8	8	14	0
5. Extremely vulnerable	4	3	9	33
Don't know	2	2	1	0
Refused	1	1	2	34
Total	100	100	100	100
People from certain cultures				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	5	4	4	0
2	15	15	13	0
3	40	40	36	0
4	19	19	20	33
5. Extremely vulnerable	11	11	14	67
Don't know	9	9	11	0
Refused	2	2	2	0
Total	100	100	100	100
People with intellectual, mental or physical disabilities				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	4	4	2	0
2	12	12	10	0
3	24	24	20	0
4	31	31	31	0
5. Extremely vulnerable	28	27	35	100
Don't know	1	1	1	0
Refused	1	1	2	0
Total	100	100	100	100

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 42:

Q12. I am now going to read out a list of some different groups of people. For each one, please tell me how vulnerable you believe that group of people is to unwanted sexual behaviour or attention, using a scale of 1 to 5, where 1 is 'not at all vulnerable' and 5 is 'extremely vulnerable'. (Continued...)

	Total %	Target was female %	Target was male %	Don't know/Refused %
Lesbian, gay, bisexual and transgender individuals				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	3	3	1	0
2	15	15	12	0
3	40	39	47	0
4	23	23	20	33
5. Extremely vulnerable	12	12	13	67
Don't know	6	6	5	0
Refused	2	2	2	0
Total	100	100	100	100
Sex workers				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	2	2	0	0
2	6	5	5	0
3	15	14	17	0
4	25	25	28	33
5. Extremely vulnerable	46	47	44	67
Don't know	5	4	5	0
Refused	1	1	2	0
Total	100	100	100	100
People who are in prison				
Unweighted base				
=	612*	573	170	3**
Weighted base =	606*	570	166	2**
1. Not at all vulnerable	4	4	2	0
2	11	11	5	0
3	25	25	26	0
4	30	31	31	33
5. Extremely vulnerable	20	20	26	33
Don't know	8	9	9	34
Refused	1	1	2	0
Total	100	100	100	100

Total may not sum to 100% due to rounding.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Table 43:

Q13. Do you personally know of anyone in New Zealand who has been the target or recipient of unwanted sexual behaviour or attention at any time in their life?

	Total	18-34	35-54	55+
Unweighted base =	1076	169	398	509
Weighted base =	1076	312	395	370
	%	%	%	%
Yes	56	52	61	55
No	38	44	33	37
Don't know	1	1	1	2
Refused	5	3	5	6
Total	100	100	100	100

Total may not sum to 100% due to rounding.

Table 44:

Q13. Do you personally know of anyone in New Zealand who has been the target or recipient of unwanted sexual behaviour or attention at any time in their life?

	Total	Male	Female
Unweighted base =	1076	501	575
Weighted base =	1076	515	561
	%	%	%
Yes	56	49	63
No	38	44	31
Don't know	1	1	1
Refused	5	5	5
Total	100	100	100

Total may not sum to 100% due to rounding.

Table 45:

Q13. Do you personally know of anyone in New Zealand who has been the target or recipient of unwanted sexual behaviour or attention at any time in their life?

	Total	Under \$40,000	\$40,000-\$80,000	\$80,000+	Don't know/refused
Unweighted base =	1076	313	278	369	116
Weighted base =	1076	319	280	375	103
	%	%	%	%	%
Yes	56	53	64	58	40
No	38	41	31	38	43
Don't know	1	2	1	1	1
Refused	5	4	4	3	15
Total	100	100	100	100	100

Total may not sum to 100% due to rounding.

Table 46:

Q13. Do you personally know of anyone in New Zealand who has been the target or recipient of unwanted sexual behaviour or attention at any time in their life?

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	1076	770	99	29**	55	196
Weighted base =	1076	750	104	40	76	184
	%	%	%	%	%	%
Yes	56	60	81	46	18	52
No	38	35	16	54	66	39
Don't know	1	1	0	0	5	0
Refused	5	4	2	0	11	9
Total	100	100	100	100	100	100

Total may not sum to 100% due to rounding.

**Caution: low base number of respondents - results are indicative only.

Table 47:

Q14 Was this person (or were these people) female or male?

	Total	18-34	35-54	55+
Unweighted base =	612*	88	245	279
Weighted base =	606*	163	240	202
	%	%	%	%
Female	94	95	97	91
Male	27	27	25	31
Don't know	0	0	0	0
Refused	0	0	0	1

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

Table 48:

Q14 Was this person (or were these people) female or male?

	Total	Male	Female
Unweighted base =	612*	245	367
Weighted base =	606*	252	354
	%	%	%
Female	94	91	96
Male	27	29	26
Don't know	0	0	0
Refused	0	0	0

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

Table 49:*Q14 Was this person (or were these people) female or male?*

	Total	Under \$40,000	\$40,000-\$80,000	\$80,000+	Don't know/refused
Unweighted base =	612*	170	176	221	45
Weighted base =	606*	168	178	218	42
	%	%	%	%	%
Female	94	90	97	96	90
Male	27	27	26	28	32
Don't know	0	0	0	0	0
Refused	0	0	0	0	2

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

Table 50:*Q14 Was this person (or were these people) female or male?*

	Total	New Zealand European (or Pakeha)	Māori	Pacific	Asian	Others/Refused
Unweighted base =	612*	458	80	13**	9**	104
Weighted base =	606*	450	84	18**	13**	95
	%	%	%	%	%	%
Female	94	94	94	94	92	95
Male	27	26	29	31	28	33
Don't know	0	0	1	0	0	0
Refused	0	0	0	0	0	1

Total may exceed 100% because of multiple responses.

*Sub-sample based on those respondents who reported personally knowing someone who has been the target or recipient of unwanted sexual behaviour.

**Caution: low base number of respondents - results are indicative only.

Report Review:
Public Awareness of Prevalence of Unwanted Sexual Behaviour
Summary Report
Mark Johnson
Research New Zealand

Reviewer: Dr Venezia M Kingi, Research and Evaluation Consultant and previous Senior Research Fellow at the Crime and Justice Research Centre, Victoria University of Wellington.

This summary report presented the findings of a telephone survey commissioned in 2015 by the Male Survivors of Sexual Abuse Trust Wellington (Mosaic). The aim of the research was to add to the debate by gaining a better understanding of New Zealander's awareness of unwanted sexual behaviour and its prevalence and their views on who is most at risk of this. In addition, the research sought to explore how many of the sample had personal knowledge of someone who had been the target or recipient of unwanted sexual behaviour. Questions relating to these sensitive topics were integrated into Research New Zealand's Omnibus Survey Service. These surveys are conducted each month with a nationally representative sample of New Zealand residents aged 18 years and older. Participants (n=1076) were given the option of declining Mosaic's specific questions.

It is difficult to estimate the prevalence of sexual violence in New Zealand (and indeed internationally), due to its hidden nature. This is compounded by the fact that such abuse is rarely reported and so the best estimate we have of prevalence is via research. Research findings indicate that, in New Zealand, up to one in three girls will experience unwanted sexual experience by the age of 16² and up to one in five women will experience sexual assault as an adult.³ As most research tends to focus on the sexual victimisation of females there is even less information on the rates for males, however, there is evidence that one in six boys will be sexually abused by the age of 16.⁴ Previous research has little if anything to offer regarding public awareness of unwanted sexual behaviour or views of whom is most likely to be vulnerable.

The findings of this research provide a much needed insight into public knowledge of and opinions about unwanted sexual behaviour in this country; particularly the extent of the degree to which this issue affects males. There appear to be moderate to high levels of awareness that the issue of unwanted sexual behaviour or attention is a problem New Zealand society faces. Interviewees commonly believed that those most at risk were females, young people, sex workers and the disabled. Males were seen to be the least vulnerable group. However, those who indicated that they personally knew a male who had been the recipient or target

² Fanslow, JL., Robinson, EM., Crengle, S., Perese, L. (2007). *Prevalence of child sexual abuse reported by a cross-sectional sample of New Zealand women.*

³ Fanslow, JL. and Robinson, EM. (2004). *Violence against Women in New Zealand: Prevalence and health consequences.* New Zealand Medical Journal, 117 (1206).

⁴ <http://www.stuff.co.nz/national/crime/9900412/Men-are-victims-of-sexual-abuse-too> - 3/4/2014 - downloaded 20/12/2016

of unwanted sexual behaviour were significantly more likely to rate males as being vulnerable/very vulnerable.

Perceptions that males are the least vulnerable group in terms of unwanted sexual behaviour are damaging as they potentially feed into myths and stereotypes relating to male sexual abuse. These are beliefs also likely to be held by men themselves. This is supported by findings from this research where males were significantly more likely than females to rate males as being not at all vulnerable (a rating of '0') (22 per cent and 14 per cent, respectively).

Many of the ideas we have about male sexual abuse are based on misconceptions that exist in our society about sexual abuse and what it means to be a man. One common myth is that men who experience rape or sexual abuse from other men cannot be heterosexual; 'real men' do not get raped or abused. Societal beliefs about males being self-reliant and dominant, relatively immune to expressions of vulnerability or helplessness are commonly understood and believed.⁵ It is also perceived that sexual violence has little effect on males or at least is not as traumatic as it is for females. Such commonly held views encourage males to stay silent and not seek the support that they need. This is an issue that affects how others respond to their disclosures and how they are viewed by the criminal justice system.

The findings from this survey have provided information on the general views of a sample of the New Zealand public around the issue of unwanted sexual behaviour. This is a rarely researched area and gives us insight into the source of myths and stereotypes around sexual violence and how entrenched these may be in various sectors of society. The findings of this survey are valuable both for those working with survivors of sexual abuse and those researching these issues. They particularly pave the way for further research into the experiences and needs of male survivors of sexual violence. This is an area that seems to get overlooked due to perceptions of the lack of vulnerability of men to unwanted sexual behaviour and the potential affect this may have.

⁵ Wharewera-Mika, J.M. & McPhillips, K.M. (2016). *Good Practice Responding to Sexual Violence. Guidelines for 'mainstream' crisis support services for survivors*. Wellington, Te Ohaaki a Hine National Network Ending Sexual Violence Together.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geraldine Murphy	Wellington Central	Inner-City Wellington	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	
<p>Propose new initiatives to (in addition to the existing Building Heritage Incentive Fund and the URM facades and parapets support) to support all owners facing mandatory seismic strengthening.</p> <ul style="list-style-type: none"> o \$9m over 10 years for programme and advisory support, funding support for specialist advice, and supporting heritage earthquake-prone buildings. o \$5m to establish a lender of last resort facility where owners in a body corporate environment cannot access funding and the project is at the point of confirming finance to enable the project to progress and avoid forced sales. <p>- Support for the water and wastewater resilience measures in the inner city and propose that the wastewater upgrades be brought forward ahead of Shelly Bay given the developments are already using holding tanks.</p> <p>See attachment for further detail on submission</p>	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
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Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Support
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Strategic Housing Investment Plan

We support the initiative to increase social and affordable housing in the inner city by working with central government and development partners.

We believe Council needs to change its narrative from “housing” to “living environments”. The Warrant-of-Fitness model of “dry, safe and warm”, while important, is not the end goal that we need to aim for. We need to move from the provision of space for human habitation to the provision of space for an enriching life experience; from a building and development focus, to a truly people-centred city.

We have reservations about the intention to “make better use of existing Council land and housing sites” without an explicit statement that it will not include existing recreational spaces or green areas, and in the absence of any statement about intentions to provide green space in the immediate neighbourhood of future developments.

We continue to be concerned that Council is focusing on 1 and 2 bedroom units (based on previous discussions) which effectively excludes families and extended family groups to live in the inner city and help create a diverse community.

Inner city building conversions

Many of our members live in inner city building conversions. We support the continuation of conversions as a sustainable model of creating housing by repurposing existing buildings.

We are concerned that Council will ignore basic functionality and liveability requirements (eg, rooms that provide adequate space for normal living, reasonable storage space, internal rubbish and recycling facilities, communal spaces and resilience features, such as water storage).

We are also concerned that the developments will not result in a mix of apartment configurations in each building to support the development of diverse communities within vertical neighbourhoods. Diverse communities include singles and couples (young , older and retirees), young families and older families, students, young professionals, self-employed, older professionals.

Special Housing Vehicle (Urban Development Agency)

We remain concerned that this agency and Council as its owner will have a conflict of interest when owners of earthquake prone buildings find it is uneconomical to strengthen and are faced with demolition, undertaking a development themselves or selling to a developer. There is a risk that these owners will be a target for such an agency.

Council has the role of approving resource consents and building consents and exerts that to make it difficult when an owner wishes to demolish an earthquake prone building without immediate plans to rebuild, despite the public safety drivers of the legislation on earthquake prone buildings.

If Council intends to operate in this space it must set high standards to create socially and environmentally more sustainable “living” options for itself and any partnerships with developers/investors.

A key criterion for this agency must be to require open green space to be allocated as part of “major housing capital projects” and “urban regeneration projects” in the inner city. Open green space includes grass - concrete expanses with trees and planter boxes or green walls are not open green space. The revamped Denton Park shows the green space doesn’t have to be big to make a difference.

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Oppose
Let’s Get Wellington Moving	Not answered
Transport-related initiatives	Not answered
Do you have any other comments?	
<p>Introduction of weekend parking fees</p> <p>We do not support the proposal to introduce weekend parking fees. Despite the Mayor’s assurance that consultation occurred, we have not received any data in response to our request for information on who was consulted, what was asked and the response. Councillor Marsh said⁴ that the proposal to remove the free weekend parking was because the spaces were used by the staff of the retail shops resulting in insufficient turnover of carparks, but no data is available to support that.</p> <p>Fifteen respondents to our survey did not support the removal of the free weekend parking, with five supporting the removal. Eighteen respondents agreed that the people who paid the Downtown Levy (ie, the property owner or the lease/tenant who paid the rates) should have a say in how the money collected via the levy is spent. One respondent noted that this should not be a veto, but those who paid should be consulted.</p> <p>We submit that the property owners and the businesses that pay the targeted Downtown Levy must all be consulted directly. The payment of weekend carparking was one of the primary drivers for the establishment of the Downtown Levy to help retailers and support the hospitality sector. Since its introduction the Levy has been increased and its application broadened to fund a number of initiatives without any direct input from those who are paying for it:</p> <ul style="list-style-type: none"> - 100% Retail support free weekend parking - 50% Wellington Regional Economic Development Agency - 40% Wellington Convention Centre - 100% Long Haul Airline Attraction - 25% Galleries and Museums - 70% Visitor attractions - Te Papa/Carter Observatory 70%) <p>Commercial property owners and business ratepayers in the Downtown Levy area are paying twice or three times for some items through the general rates, the commercial targeted rate and the downtown levy rate. Only one of these items is targeted directly at retailers and the hospitality sector.</p> <p>The Council says that the other initiatives bring visitors to Wellington which helps the retailers and hospitality sector. The reality is that locals are the bread and butter for retailers and the visitors are the icing on the cake, but not something that can be relied on. If this support goes, what other support is there for all retailers? One respondent said that “free parking is the only saviour for restaurants and cafes in the city, already there are too many little pop-up stalls”. Another respondent suggested the \$1.4m should be used to subsidise public transport on the weekends to incentivise its use.</p>	

Cuba St retailers have previously raised concerns about the lack of Xmas effort now that the focus is primarily on Lambton Quay and the big Xmas tree on Courtenay Place. Feedback from smaller retailers is that the OurCBD meetings are no longer a forum to raise issues that are affecting their businesses.

Other business communities in Wellington have established Business Improvement Districts, pay a targeted rate, and have a say in how the funds are used. Inner city businesses do not. ICW challenges WCC to consult with those paying the Downtown Levy on the purpose and equity of the current practice.

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Planning for Growth

We have concerns about the lack of a framework to underpin the broader housing initiatives to ensure there is mixed development across the inner city of social, affordable and market-price housing and design parameters around medium and high density housing. There will be at least three years of discussion before any changes are made - and in the meantime, people- and community-centred development is taking a back seat.

“Planning for Growth” does not provide the holistic outcome that is needed. As mentioned earlier, Council needs to be focusing on creating “living environments” not just developments of buildings.

Council must progress a change to the District Plan that more readily enables it to set basic requirements to achieve the appropriate mix of residential options to buy and rent, resilience and sustainability features, open green space in exchange for extra height and/or bulk.

There are numerous examples of guidelines that can be used as the basis for Wellington without having to start from scratch:

- Housing NZ’s Urban Design and Development Guide
- NSW’s Apartment Design Guide
- Republic of Ireland’s Sustainable Urban Housing: Design Standards for New Apartments

There has been a trend towards single type developments (eg, 64 studio units on Karo Drive, 114 one bedroom/studio dual key units on Dixon St, 50 one bedroom or one bedroom/studio dual key on Vivian St). While there is a need for studios and one bedroom apartments, homogenous developments are unlikely to support the establishment and sustainability of diverse communities in these developments, which is an initiative of the Council.

This type of development has the potential to increase the numbers of short-term rentals (ie, AirBNB type) in a building and in the city at the expense of other configurations that offer longer-term rentals and purchase options and the creation of communities.

The proposed new measure “hectares of green space per capita” is too blunt as it includes green space that will not be readily accessible for inner city residents without a car, with a family, people with disabilities and those relying on public transport to access. The measure needs to reflect accessibility for diverse residents in their local neighbourhoods.

Proposal: Council uses \$1m from the Cycle Way Master plan if capex is required or from the SHIP operational funding and creates green open space on the concrete expanse on the east side of Victoria St at the Vivian St intersection.

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered
Do you have any other comments?	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Community Support - Statement of Service Provision - \$100,000 additional funding support programmes that provide purposeful day activity for people on the street

We support the additional funding for these programmes. We understand the criteria for the grants to be:

- Is the programme taking people off the streets?
- Are participants doing something purposeful? (The Community Garden and Regenerate Magazine were given as examples)
- Does it lead to other opportunities for participants going forward?

We believe an additional criterion should be whether the initiative provides participants with a means of earning some money. This would need to take a similar approach to the Regenerate magazine model to prevent any additional income affecting an individual's benefit.

Priority should be given to initiatives that provide participants with income as that is the primary reason for people begging.

We believe Council should consider establishing a team from these participants who want to assist the Council cleaning team, which would provide a valuable service to the city picking up litter.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Name:	Geraldine Murphy, Deputy Chair
Email/phone number	innercitywellington@gmail.com ; 0274 507804
On behalf of an organisation	Inner City Wellington
Yes, we want to speak to all Councillors at an oral hearing; morning is preferred	

Inner City Wellington's submission on the draft Long Term Plan 2018-2028

Summary of key points of our submission

- Propose new initiatives to (in addition to the existing Building Heritage Incentive Fund and the URM facades and parapets support) to support all owners facing mandatory seismic strengthening.
 - \$9m over 10 years for programme and advisory support, funding support for specialist advice, and supporting heritage earthquake-prone buildings.
 - \$5m to establish a lender of last resort facility where owners in a body corporate environment cannot access funding and the project is at the point of confirming finance to enable the project to progress and avoid forced sales.
- Support for the water and wastewater resilience measures in the inner city and propose that the wastewater upgrades be brought forward ahead of Shelly Bay given the developments are already using holding tanks.
- Support the housing initiatives with:
 - reservations that the proposed focus will not create diverse communities. We believe the narrative should be about 'living environments' (which includes green space) not just housing to deliver a people-centred city
 - concerns of the potential conflict of interests with the Special Housing Vehicle and owners of earthquake prone buildings who are facing having demolition or selling to a developer
- Do not support the proposal to introduce weekend parking fees (15 respondents agreed that free weekend parking should not be removed, with 5 in favour).
 - Eighteen of the 20 respondents agreed that the people paying the Downtown Levy should have a say in how the money collected via the levy is spent.
- Concerns about the lack of a framework to underpin the broader housing initiatives to ensure diverse and resilient communities can establish and be sustainable and the vacuum that will be created during three years of a Comprehensive District Plan Review.
- Propose a new initiative to create a green space on the eastern side of the Vivian and Victoria Sts intersection, given the success of the small green space of the revamped Denton Park.
- Support the additional funding for purposeful daytime activities for people on the street, and propose that the ability to earn additional income is a priority criteria, and that Council should establish a team to support its existing Cleaning resources.

Priority Area: Resilience¹

New initiative required: Financial support for all owners facing mandatory seismic strengthening

Proposal: That \$9m of proposed funding is re-allocated over 10 years to:

- Establish an advisory service and programme management assistance to assist those body corporates that are struggling to progress; estimate \$225,000 pa (based on Nov 2017 costs for programme management for URM facades and parapets work). If, after one year, there is no demand, transfer the funds equally between the two measures below and the existing Built Heritage Incentive Fund.
- Provide a fund of \$560,000 pa for body corporates (on behalf of owners), non-commercial owners, and small independent business owners of non-heritage earthquake prone buildings to access specialist advice in the same manner that heritage buildings have been able to for many years.
- Increase the Building Heritage Incentive Fund by \$115,000 pa to recognise the increased costs associated with the constraints around heritage.

Note: this re-allocation of \$9m is in addition to the funds already committed to the BHIF and URM façade and parapet work. The \$9m is re-allocated from operational funding for: Strategic planning and District Plan Review (\$6m), SHIP (\$1m), Predator Free Wellington (\$1m), Great Harbour Way (\$1m).

Proposal: that \$5m is used to establish a lender of last resort facility to enable seismic strengthening projects at risk of stopping to continue. Criteria should cover:

- owners in a body corporate that is at the point of having to confirm finance to enable the strengthening project to progress and confirm contracts
- owners in earthquake-prone building who can provide evidence they cannot access finance through retail channels or through savings
- evidence of the owner's share of the funding costs should be confirmed by the body corporate.

The \$5m will be funded by deferring the zoo capital upgrades to later years

Proposal: that a review is undertaken to:

- provide more flexibility in the rates rebate for a vacated building. Where a building can be safely partially occupied, the rates rebate could be adjusted based on the space being used. This would avoid additional rental costs which would not be covered by the rebate that was provided. The formula for calculating the rebate should be included in the remission policy.
- compare the costs to strengthen heritage and non-heritage buildings incurred by applicants for the rates rebate (following removal from the EQPB List) to inform whether the costs each owner is paying justifies the shorter period for non-heritage buildings.

Rationale:

¹ There were 20 responses to the ICW survey. The majority of respondents (18) supported the submission, two skipped the question. Comments are included in the submission.

The lack of any substantive initiatives to progress and widen funding and other support for all owners facing mandatory seismic strengthening is unacceptable.

*ICW received a response to our survey describing the challenges being faced by owners in a non-heritage earthquake prone building. This example explains why these proposals are urgently needed.
Councillors, we urge you to read Appendix 1 to fully understand what owners are facing.*

At the 9 November 2017 City Strategy Committee meeting, Councillors agreed to ‘investigate a targeted rate to assist and encourage all earthquake prone building owners to access funding to secure unreinforced masonry (URM) buildings and seismic structural strengthening and that this investigation includes considerations around appropriate timeframes, equitability and suitable criteria to access funding and financial risk to Council. Officers will report back to Councillors in December 2017 with a detailed proposal’.

There was not a December report-back and ICW was advised that it would be included as part of the LTP process. This has not occurred. The Statement of Service Provision (p61) under Support for Owners of Earthquake Prone Buildings says that ‘We plan to investigate options for a pilot to grow our resilience to a seismic event’. There is no detail on this and as there are no costs tagged to it, it is hard to see how much tangible support it will provide. Owners do not need a pilot.

New initiatives²

ICW submits that all ratepayers have a responsibility to contribute towards achieving a public safety outcome for both heritage and non-heritage buildings. The **new initiatives of programme management/advisory support and specialist advice funding** recognise that owners of non-heritage buildings are also contributing to public good outcomes. Projects are taking longer and costing more because Council is not supporting all its ratepayers. Providing rates rebates, which are only available once the work is completed, is inequitable given the support that heritage earthquake-prone buildings have received and continue to receive.

The **new initiative of the lender of last resort** responds to public and councillor demands that buildings are strengthened as fast as possible. But if some owners cannot access the funds, the project stalls. ICW has information of at least 7 owners in three body corporates that are facing this dilemma and the Body Corporates are at the point of confirming funds. ICW has been advised that costs for some owners are between \$300,000 - \$400,000. The only option for the Body Corporates is to force a sale, which will begin a lengthy and stressful process and more costs for everyone.

ICW continues to lobby central Government for a lender of last resort facility; we believe it should front up. But there is an immediate need in Wellington and a Council-based facility could be established more quickly to enable projects to proceed. A council-based facility could be an interim measure or be the interface for a central government facility given the rates payment relationship that exists.

² The criteria for use of operational and capital funding are not readily accessible in the LTP documentation and ICW expects that Council will focus on the intent of and drivers for the proposals and re-allocate between the operational and capital funds identified for these proposals.

ICW submits that the proposal for the Wellington Zoo upgrades to house snow leopards and cheetahs at \$9.7m over 10 years is not a priority given the financial and technical challenges that a few owners are facing to fund their share of mandatory seismic strengthening to achieve public safety outcomes for the Wellington public and visitors. Our proposal prioritises helping private owners fund public good outcomes that will benefit the city over a 'nice to have'.

In their responses to ICW questions of candidates for the 2016 local body elections, the Mayor, Councillors Pannett, Dawson and Foster all supported the establishment of WCC investigating funding mechanisms for a lender of last resort. Cllr Young had reservations. The Mayor and all councillors supported the establishment of an advisory service to support body corporates to progress project. But nothing has happened.

Additional funding for the BHIF

We have allocated an additional \$115,000 to provide additional funding for the BHIF and challenge the councillors to review other operational budgets to release more funds if the heritage value is important to them and the public.

ICW would not support any reductions to the new initiatives for non-heritage earthquake-prone buildings as heritage building owners have been able to apply to the BHIF for some time, and non-heritage building owners have had little substantial support.³

Financial 'incentive' measures

Non-heritage earthquake-prone building owners are told this is the only ratepayer support they are eligible for. The rates rebate most accessible for individual owners is only available after the work is completed.

Data provided by Council shows that the number of residential applications (9) to access the rates rebates after strengthening is completed is much lower than for commercial applications (30). For some owners, this could be because the expected value of the rebate is not worth the cost of the valuation and effort of negotiation with Council for only 3 years. Further data and analysis is required to determine the actual rates rebate for owners.

The low number of residential applications may also reflect that body corporates and owners in residential earthquake-prone buildings are struggling to progress these projects. Hence the need for the proposed initiatives.

The building consent subsidy was an average of \$576 dollars across 28 buildings, when the constructions costs alone are often in the several hundreds of thousands for some buildings and into the millions for others, with the full costs much more. One owner was required to vacate the whole building to access the rates rebate, when this wasn't necessary for the work to be completed. The work would take at least six months (probably longer) and the rebate would not cover the rental costs for another venue so the operation closes.

³ Two respondents to the survey supported the BHIF being provided with additional funds in recognition of the public good values and additional constraints placed on them. ICW supports this, provided that it does not result in ICW's seismic strengthening initiatives being reduced and non-heritage earthquake prone buildings being omitted from any additional support.

Water and wastewater resilience

ICW supports the water storage capacity and network improvement and wastewater network improvement for the central city. Developments in the central city are already installing storage tanks because the existing capacity is inadequate.

The timeframe for the wastewater upgrades in the central city should be brought forward to Yrs 1-3 given the high-density development that has occurred (with storage tanks), the approved developments in the pipeline, and more being encouraged through this LTP. The Shelly Bay development should be moved to Yrs 4-7.

Priority: Housing

Strategic Housing Investment Plan

We support the initiative to increase social and affordable housing in the inner city by working with central government and development partners.

We believe Council needs to change its narrative from 'housing' to 'living environments'. The Warrant-of-Fitness model of 'dry, safe and warm', while important, is not the end goal that we need to aim for. We need to move from the provision of space for human habitation to the provision of space for an enriching life experience; from a building and development focus, to a truly people-centred city.

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Priority Area: Transport

Introduction of weekend parking fees

We do not support the proposal to introduce weekend parking fees. Despite the Mayor's assurance that consultation occurred, we have not received any data in response to our request for information on who was consulted, what was asked and the response. Councillor Marsh said⁴ that the proposal to remove the free weekend parking was because the spaces were used by the staff of the retail shops resulting in insufficient turnover of carparks, but no data is available to support that.

Fifteen respondents to our survey did not support the removal of the free weekend parking, with five supporting the removal. Eighteen respondents agreed that the people who paid the Downtown Levy (ie, the property owner or the lease/tenant who paid the rates) should have a say in how the money collected via the levy is spent. One respondent noted that this should not be a veto, but those who paid should be consulted.

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- 50% Wellington Regional Economic Development Agency
- 40% Wellington Convention Centre
- 100% Long Haul Airline Attraction

⁴ At the Residents and Progressive Associations meeting on the Long Term Plan.

- 25% Galleries and Museums
- 70% Visitor attractions - Te Papa/Carter Observatory 70%)

Commercial property owners and business ratepayers in the Downtown Levy area are paying twice or three times for some items through the general rates, the commercial targeted rate and the downtown levy rate. Only one of these items is targeted directly at retailers and the hospitality sector.

The Council says that the other initiatives bring visitors to Wellington which helps the retailers and hospitality sector. The reality is that locals are the bread and butter for retailers and the visitors are the icing on the cake, but not something that can be relied on. If this support goes, what other support is there for all retailers? One respondent said that 'free parking is the only saviour for restaurants and cafes in the city, already there are too many little pop-up stalls'. Another respondent suggested the \$1.4m should be used to subsidise public transport on the weekends to incentivise its use.

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Priority Area: Sustainable Growth

Planning for Growth

We have concerns about the lack of a framework to underpin the broader housing initiatives to ensure there is mixed development across the inner city of social, affordable and market-price housing and design parameters around medium and high density housing. There will be at least three years of discussion before any changes are made – and in the meantime, people- and community-centred development is taking a back seat.

'Planning for Growth' does not provide the holistic outcome that is needed. As mentioned earlier, Council needs to be focusing on creating 'living environments' not just developments of buildings.

Council must progress a change to the District Plan that more readily enables it to set basic requirements to achieve the appropriate mix of residential options to buy and rent, resilience and sustainability features, open green space in exchange for extra height and/or bulk.

There are numerous examples of guidelines that can be used as the basis for Wellington without having to start from scratch:

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There has been a trend towards single type developments (eg, 64 studio units on Karo Drive, 114 one bedroom/studio dual key units on Dixon St, 50 one bedroom or one bedroom/studio dual key on Vivian St). While there is a need for studios and one bedroom apartments, homogenous developments are unlikely to support the establishment and sustainability of diverse communities in these developments, which is an initiative of the Council.

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Proposal: Council uses \$1m from the Cycle Way Master plan if capex is required or from the SHIP operational funding and creates green open space on the concrete expanse on the east side of Victoria St at the Vivian St intersection.⁵

Community Support – Statement of Service Provision – \$100,000 additional funding support programmes that provide purposeful day activity for people on the street

We support the additional funding for these programmes. We understand the criteria for the grants to be:

- Is the programme taking people off the streets?
- Are participants doing something purposeful? (The Community Garden and Regenerate Magazine were given as examples)
- Does it lead to other opportunities for participants going forward?

We believe an additional criterion should be whether the initiative provides participants with a means of earning some money. This would need to take a similar approach to the Regenerate magazine model to prevent any additional income affecting an individual's benefit.

Priority should be given to initiatives that provide participants with income as that is the primary reason for people begging.

We believe Council should consider establishing a team from these participants who want to assist the Council cleaning team, which would provide a valuable service to the city picking up litter.

⁵ One respondent to the survey did not support replacing the concrete on the Vivian/Victoria St corner with grass, provided that the garden in that area and along Victoria St are better planted and maintained as they are often full of weeds, rubbish and bare patches.

Appendix 1: Response to ICW's survey from an owner managing a seismic strengthening project in a small non-heritage body corporate

As an owner of an apartment in a non-heritage earthquake prone building of 6 units in the suburb of Brooklyn, we face many challenges:

1. Our first set of engineers led us on a "journey". We found out after the principal's death, that he was under investigation. \$20k in fees later, we are in no better position.
2. With 2 owners offshore and others in retirement, the BC sought to get project management resource to move things along. None of us are construction/engineering experts, so are really out of our depths in this process. After an RFI process, we were unsuccessful in gaining project management resource, as we are too small for the big players and the rest are too busy.
3. We have now successfully engaged a second engineer to begin the process again. We have only had success in this, as he is the friend of one of the owner's and is semi-retired and has time. There isn't enough quality resource around and who to ask?
4. Three owners are in/or semi-retired with limited funds and are of an age where they have no interest in spending time on this. They know no one will lend for the works when construction comes and this causes all of us to be stuck. I fear when the deadline comes, we will get fined punitively by the council as a recent case of a property owner in Petone. Government has not at all thought through the implications of this change in the Building Act on normal home-owners. The lack of support is irresponsible.
5. No organisation, including council, has been able to give us a list of preferred suppliers to engage with, to aid us with this undertaking. All this costs money by stumbling through, which has been our experience to date. If we were made aware before the fact that our first set of engineers was under investigation, we would never have sought their advice.

In summary:

1. More sources of funding/rebates are required from central/local government for all earthquake prone building owners. Not all of us are commercial property owners or live in heritage buildings. Someone needs to step in when normal funding is unavailable (i.e. retail banking). I know for a fact banks won't lend on apartments with an NBS <67%. At the moment we have no other option?
2. Specialised assistance/resources (i.e. Project Management, Engineering and Construction) need to be provided. It's really hard for small residential blocks who don't have "clout" to access these resources in a constrained market.
3. WCC need to stop hitting us with a stick. We have been instructed to undertake a massive construction project without being provided with any support whatsoever. It's time they work with affected building owners to achieve the desired result.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jaenine Parkinson	Wellington Central	New Zealand Portrait Gallery Te Pākeanga Whakaata	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Arts and culture,Sustainable growth,Transport,Housing,Resilience and environment

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered

Te Whare Oki Oki	Not answered
Do you have any other comments?	

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered
Do you have any other comments?	

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered
Do you have any other comments?	

Arts and culture summary

Strengthening cultural facilities	Strongly support
Additional support for the arts	Support
Investment in the arts	Strongly support
Do you have any other comments?	
<p>The New Zealand Portrait Gallery Te Pākeanga Whakaata strongly supports the Wellington City Council’s prioritisation of investment in arts and culture “to maintain our position internationally as a vibrant, edgy capital”. By attracting over 30,000 visitors a year the Portrait Gallery plays an important role in contributing to the city’s reputation as a world-class arts locality that visitors, both from New Zealand and overseas, want to visit, and locals want to participate in.</p> <p>We strongly support the Council’s long-term vision for the city to be “an inclusive place where talent wants to live.” The Portrait Gallery is accessible by being free, centrally located and providing approachable exhibitions and supporting activities for different groups. The Portrait Gallery also provides opportunities and employment for professional and emerging gallery staff, artists, interns and volunteers.</p>	

There are calls from our sector for a renewal of policy and strategy to help Wellington to focus on its broader creative industries, we lend our support to this.

Strengthening cultural facilities

The Portrait Gallery strongly supports the Council's proposal to make this a Decade of Culture to "emphasise and enhance the city's unique creative strengths." We note however, that most of what is being proposed under this initiative is not new spend, but existing capital improvement projects. We believe the Council should extend capex budgets to include ongoing improvements to make the best use of Council's heritage buildings like ours.

The Draft Plan notes that the Council has been investing in and supporting the cultural sector for years. The Portrait Gallery has benefitted from this, and is grateful for the interest and support from the Council. Through Wellington Waterfront Ltd, it contributed to the Portrait Gallery's purchase in 2010 of the long term lease we have on Shed 11; we were also grateful to the Council for strengthening our current building to 85% of the building code in 2012, and for assisting with some of the refurbishment done at that time.

However, our current facility is not fit-for purpose and requires ongoing investment to meet demands for high quality experiences to remain competitive internationally. Crucial to our ability to tell the stories of the people of New Zealand is our ability to borrow significant works of art from other national institutions, like Te Papa and the Alexander Turnbull Library. Shed 11 will need to be further upgraded to maintain display standards necessary for fragile works of art. We also face perennial issues such as a lack of exhibition, work, office and storage space. We would like to see some portion of the proposed capital expenditure budget invested in our Council-owned heritage building to increase the potential for us to grow our contribution to the city and its waterfront cultural attractions and events. The Council's focus on staging events to bring people into the city, only highlights the need for attractive high-quality venues in which those events can take place. Shed 11 needs ongoing investment to continue being attractive as an exhibition and events venue.

We strongly support the goal for Wellington to be a "city with a dynamic centre - a place of creativity, exploration and innovation." We have seen internationally the value of creating precincts that attract attention and people. We are in a unique position to build, with our neighbours, a museums precinct at the North end of the waterfront. We need Council's help to lead this and would like to be part of the planning around the \$13.1 million investment tagged for waterfront renewals.

Additional support for the arts

We support the Council's proposal to redirect existing economic grant funding towards cultural events and festivals to boost the city's profile as a cultural destination.

The Council's arts investment is heavily weighted towards investment in the performing arts. We would like to see the Council ensuring it provides a balance across all art forms and factor in the visual arts and galleries as an important part of the sector. As a portrait gallery we are especially well placed to fulfill the Council's objective of "telling our story to the world."

Investment in arts and cultural projects

We strongly support the previously agreed additional \$195,000 to the Arts and Culture Fund over the next 10 years for important arts organisations with 3-year funding contracts. Additional funds for existing organisations, will help us to lift quality and grow.

The Portrait Gallery has been consistently achieving over the targets set for its contract. However, we are receiving significantly less than other organisations of comparable size and significance. Currently, the Portrait Gallery receives only 5% of its operating budget from the Council and none from central Government. Wellington and its reputation as the cultural capital of New Zealand, benefits greatly from the presence of national arts organisations, such as ours. Although the Portrait Gallery has a national view and identity, Wellington is our natural home.

The Council have an objective to provide funds to leverage what is already existing in Wellington. Support of the Portrait Gallery leverages substantial private investment. We currently fundraise 95% of our over

\$300,000 operating budget from private sources. This is a huge task for a small organisation, especially in the current climate of limited corporate involvement and declining patronage from younger generations.

We would hope the Council would make provision to enable an increase to our funding when our contract is renewed in FY2018/2019.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bruce White	Tawa	Tawa Business Group Inc	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	
<p>- Resilience and environment: TBG supports the inclusion of funding for flood mitigation in the Tawa area. There have been instances in recent years of serious flooding in business precincts, and significant damage. TBG would like to see mitigation work undertaken as soon as possible and is keen to maintain close engagement with the Council on this matter.</p> <p>TBG would also like to explore with Council the opportunities Tawa can provide directly to support Council's own operating resilience, being an area of relatively low seismic risk and already with a major disaster recovery facility (Plan B Ltd). The Tawa Community centre played a significant role as a secondary site immediately following the Kaikoura earthquake.</p> <p>6. Flooding</p> <p>Being a valley, Tawa is prone to flooding. In recent years, there have been increased incidence of floods causing property damage, for example, the overflow of the stream under the Town Centre in May 2015.</p> <p>[Picture - Tawa Main Road shopping area flooding (2015)]</p>	

Other areas prone to flooding include in the vicinity of 72 Main Road. Investigatory work already has been undertaken by Council Officers on the flooding issues in this area. The problem appears to arise at least in part, if not mainly, from blocked drains associated with tree foliage. We propose that these issues be taken up in conjunction with the need to address parking capacity in this vicinity (as above).

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

- Housing: One of TBG’s strategic aims is to have more people living in and around the business areas within the Tawa BID boundary. This will help to lift levels of activity and business, and make for more prosperous, lively and secure business areas. Done appropriately, will also support positive development of Tawa as an attractive place to live. We note from the LTP that WCC:

-propose(s) to undertake an accelerated and detailed review of our planning documents and consenting processes to ensure we accommodate growth in ways that enhances the city; and that

The first 3 years will focus on holding detailed discussions with our community around options and setting in place a detailed spatial plan. This will be followed by district plan changes.

TBG is keen to work closely with WCC on this subject. We see Tawa as very much within the frame for urban development.

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let’s Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

- Transport: We note the major initiatives for cycling, parking and roading (“Let’s Get Wellington Moving”). These include linking cycle ways, including linking Ara Tawa to Middleton Road/Johnsonville, but only in the outer (10+) years, i.e., not within the current LTP. Also, the focus on “Getting Wellington Moving” stops at the Nauranga Gorge.

TBG foresees major traffic congestion issues arising in Tawa within the next few years - particularly once Transmission Gully (TG) is open. The junction of TG and the existing SH1 at Linden will be a choke point for morning traffic, and will likely result in an upsurge in traffic through Tawa from Porirua, and from traffic that exits at the new Kenepuru interchange to by-pass that choke point (as far as Westchester Drive). This is but one of emerging traffic issues in the vicinity of Tawa. TBG wishes to maintain engagement with WCC on these.

Regarding parking, customer parking in Tawa, overall, is reasonably well catered for. But there are areas where that is less the case, e.g., from Tawa Squash Club to the Roundabout (from 67 to 99 Main Road). There are opportunities, with improved organisation of customer and commuter parking (time limits, signage, to make better use of available space) to make things work better. TBG wishes to engage with WCC to achieve this outcome.

1. Car-parking

Town Centre car-parking

Issues have been raised in the Tawa business community about:

- The narrowness of Main Road angle parking spaces for pop-in shoppers. Widening these a little is necessary to make the parking more useable, particularly for the elderly. The cost of changing the road markings would be offset by fewer car doors being dented.
- Parking congestion in the Main Road shopping area. Currently there are parking time limits, currently 15 minutes outside Take Note /next door to the fish and chip and dry-cleaning shops, and outside the library; 60 mins elsewhere. But a lot of parking appears to be taken up by other than short-term “customers”.

We propose the following steps to make the rear car parking areas work better:

- Designation of the rear (Council-owned) car-parks and of Oxford Street for longer-term (up to 3 hour) customer parking and, separately, for staff parking. A time limit is needed to deter use of these spaces for all-day commuter parking (the train station being just a couple of minutes away). TBG will be engaging with business owners to encourage maximum use of spaces on their own premises for staff parking; and also with New World which owns part of the “rear car-park”, for use by its customers.
- Installation of prominent signage that points those using Town Centre parking to the locations appropriate for different users, i.e., Main Road for short-term shoppers, and the rear car-parks for longer-term users (see below for further proposals on signage).
- Appropriate enforcement of time limits for the Council-provided parking (including to counter commuter use of the rear car-parking areas).

The commercial area from the Roundabout to the Squash Club

Parking congestion/lack of parking is impacting businesses, and others, in this vicinity. TBG will be working with the business owners and other property owners to establish possible solutions. We envisage engaging with Council after that.

Pedestrian linkages to the Main Road shops

There is a significant amount of foot traffic between the west side of Tawa and the Tawa train station. Much of this foot traffic passes around the Tawa Main Road shopping area. Also college and intermediate school students use the rail overbridge to get to/from school, as do eastern-side residents to access the shops.

The Tawa Technology Education Trust has underway a project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this project and is considering complementary initiatives focused on achieving a “facelift” for the pedestrian access-ways from the Council-owned rear car-parking areas to the Main Road shops and the Plaza (upgrade of which is currently in progress).

Alleyway at 180 Main Road

There already is an alleyway at 180 Main Road connecting the Main Road shops to the rear carpark area (adjoining the Community Centre). This alleyway is on property owned by 180 Main Road. The owner is

proposing to invest in refurbishment of the interior of the building; which creates an opportunity also to upgrade the public alley-way. Though on private property, this alleyway serves as a Council-recognised public access-way. TBG proposes that the interested parties (TBG, the property owner, the Community Board and the Council) collaborate to give the alleyway a “facelift”, so as to make it a more inviting route by which those parking in the rear car-park have pleasant access to the Main Road shops.

A first step is to develop design concepts. We propose that Council contribute to this by having the design team that undertook the design work for the Plaza upgrade to prepare initial designs. These should continue the themes developed for the Town Centre upgrade, so as to maintain consistency of design. There is also opportunity to improve the appearance of the nearby back of the Community Centre, which today looks a bit “shabby”.

Existing Main Road to rear carpark alleyway

[Pictures depicting - Lack of natural light; Rear entrance to alleyway; Rear of Community Centre]

5. Long-term traffic management

In recent years traffic volumes on Tawa Main Road have increased considerably. A recent traffic study found that “The daily traffic flows on (Tawa) Main Road increased by 25% during the period 2004 to 2012, and the peak hourly flows increased by some 40%, according to these counts.” (Traffic and Parking Study, Sunrise Boulevard/Main Road, Ian Constable, Traffic Solutions Limited, 11 October 2017). Since 2012, traffic volumes will have increased further, perhaps by as much again.

These increased volumes are now causing considerable traffic congestion, for example, at the Southern entrance to Tawa where, during peak evening hours, impediments to traffic flow on entering Tawa (roundabouts) now sometimes result in traffic back-up onto the motorway (and, given the absence of a dedicated Tawa exit lane, motorway congestion and safety issues).

Increasing traffic volumes along the Main Road have resulted in difficulties and safety issues at most intersections - which progressively have been addressed with the installation of roundabouts. Most intersections between Tawa and Linden now have a roundabout. These are of “variable” appearance - some attractive and some less so with potential for “beautification”, e.g., the one at Southern entrance at William Earp Place.

The most dangerous intersection now is Main Road/Sunrise Blvd. There are serious safety concerns about this intersection. These will be added to on the completion of the 45 independent-living apartments being constructed at the Longview Retirement home on Sunrise Blvd. Local residents have been meeting with Council Officers and Councillors with a view to establishing the best remedy.

Traffic volumes are expected to increase even further from current levels. Once the Transmission Gully (and the, eventually, the P2G) highways are completed, Tawa will be located at a hub in the regional highway network. An issue, particularly should construction of the P2G highway be deferred, is that, on completion of Transmission Gully, there will be a major choke point on the motorway in the mornings at Linden. Here four lanes will reduce to two. That creates a likelihood that some traffic destined for Wellington will exit at Porirua/Kenepuru and travel through Tawa, perhaps as far as the Winchester Drive interchange, to avoid the congestion. Also, sizeable developments are in prospect in the Kenepuru area (residential and recreational). These too are likely to add to traffic volumes through Tawa.

The prospect of more rather than less traffic coming into Tawa, and the potential for additional custom from that is, of course, welcomed by Tawa business. But it also points to a need, if the positives are to outweigh the negatives, to begin planning now to manage greater traffic volumes over the longer run.

Tawa, unlike some suburbs with serious traffic congestion problems, has options for enabling more traffic to flow through the suburb. TBG does not have a current view on which options may be feasible, or desirable. But is strongly of the view that the stage has been reached where some forward thinking is now needed. Questions for consideration include:

- Whether, or not, it would help for some traffic to be diverted around the Town Centre (using Surrey-Oxford-Cambridge Streets). For example, would using this diversion for south-bound traffic, thus making the Main Road through the Town Centre one way for north-bound traffic, enable the “opening up” of the Main road for more pedestrian use? Would that add to or detract from the “ambience” of the Town Centre?
- Whether Duncan Street has a greater role than today as a route for traffic traversing the length of the valley - so that traffic might be spread across two “thoroughfares”, rather than concentrated on the Main Road?
- Whether Bing Lucas Drive has a greater role to play in catering for traffic flows from/to Greenacres/Woodman Drive and the Motorway. This could include widening the Bing Lucas Drive “cutting” and the roadway/bridge where Bing Lucas Drive joins Takapu Road. (Takapu Road access to the motorway will be addressed, eventually, as part of the design of the P2G interchange.)
- What are the prospects, over the next 10-20 years of the proposed construction of a road-link from Tawa to Churton Park? And if such a link was to be established, what down-stream implications would there be for traffic management within Tawa, e.g., added congestion on the approaches to the Takapu motorway interchange?

TBG is not at this stage seeking decisions or implementation of any such proposals; just that exploration of options commence. Experience indicates that absent long-term planning, options for the future that may now be available can become closed off. An example is deletion of a previously planned exit from Transmission Gully for northbound traffic at the Kenepuru interchange. The deletion of that exit will most likely result in (the increasing number of) heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area continuing to travel through central Tawa, including through the Town centre. Therein, perhaps, was an “opportunity lost” because no one was thinking far enough ahead or of downstream ramifications.

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered
Do you have any other comments?	
- Sustainable development: See above re town planning/the District Plan. TBG wishes to be fully engaged with this, with a view to enabling appropriate changes of permitted land-use to enable more people to live in and around the business areas within Tawa (which are also proximate to Tawa’s (five) train stations).	

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered
Do you have any other comments?	
- Arts and culture: The Council currently is investing in the Tawa “Town Centre”, to give it an uplift. This has included creative design work (involving creative use of colour and lighting) and a very large mural on the wall of the New World supermarket. TBG is keen for this not to be just a “one-off” and sees considerable scope for other creative (but relatively low cost) art and design opportunities throughout the Tawa BID area: more murals and creative design of “access ways” (using “colour and paint” more than “bricks and mortar”).	

The Tawa Technology Education Trust has in train a major project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this initiative and is investigating complementary initiatives focused on achieving an uplift to the pedestrian access-ways from the Council-owned carparks adjacent to the Community Centre and the Plan B building to the Main Road shops and the Plaza (upgrade of which is currently in progress).

TBG wishes to congratulate the Council's Urban Design Team on the creative work it already has done for Tawa (and throughout the City) and looks forward to the opportunity to continue to work with it on "making a splash" in Tawa.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

2. Building linkages to develop a more joined-up business area

There are two aspects to this issue:

- Un-connected commercial areas throughout Tawa (Takapu Island, the Outlet City vicinity, the strip from the Squash Club to the Roundabout (67 to 99 Main Road), Oxford Street/Main Road, the Town Centre, Tawa Junction and Linden Shops.
- Opportunities for strengthening the linkages within the Tawa Town Centre (between the rear car-park and the Main Road & Plaza retail spaces).

Joining-up the multiple business areas

A challenge facing TBG is to forge a shared sense of common interest, and destiny, across the multiple (seven) business precincts that span the BID area.

A first step toward building a shared sense of “Tawa Identity” is to install banners and flags along Main Road Tawa, featuring the new Tawa logo. This project is currently under discussion with WCC officers - with a view to it being progressed jointly (WCC contributing infrastructure and installation; TBG the flags and banners).

[Pictures depicting Proposed street flags and banners]

Lane linking rear carpark to the Plaza

The new mural on the New World wall (see p.8 below) has been very positively received; but now makes the other side of this lane look comparatively “tatty”. While the Plaza end of the lane (adjacent to the Cafe Addict premises) is being upgraded as part of the Plaza upgrade, that will address only a portion of the lane running along the back of the Main Road shops.

Possibilities for improving the rest of the lane include:

- installation of good lighting, to improve safety for pedestrians and security for shop-owners - plus monitored CCTV, at least in the vicinity of, and in, the Plaza and the 180 Main Road alleyway.
- subject to consultation with the adjoining property owners (Nos. 186-204), steps to improve the visual aspect. Shop “backages” usually are not such a great sight. TBG will engage with the shop-owners on things they can do to make their rear yards more “presentable”. The Council Design Team also, we think, will have good ideas for giving the lane an “uplift”

These steps would make for a more pleasant and safe experience for pedestrians who use the lane linking the rear car-park to the upgraded Plaza; and are necessary for the Plaza upgrade to achieve its full potential.

Existing lane connecting Rear Carpark to the Plaza

Viewed from Plaza end

Viewed from Carpark end

3. More murals

The mural painted as part of the Town Centre upgrade on the New World supermarket wall alongside the lane that links the rear carpark to the Plaza, has been a huge success.

Mural on New World Wall (as part of 2017-18 Town Centre upgrade)

There is a number of other large “blank” walls within Tawa which would also be suitable for a mural. We understand that WCC is willing to support more murals in Tawa. We are keen to work with Council officers on the possibilities.

4. Signage

An element in both 1 and 2 above (more effective parking and more effective pedestrian linkages) is a need for effective signage. Visitors to Tawa need clear and prominent signage that points them:

- to the right place to park, given the duration of their visit; and
- to the attractions that Tawa has to offer, e.g., the various bush walks, such as Redwood Bush, and Forest of Tane, and also to Ara Tawa.

There is also an opportunity for refreshed signage to showcase the new logo (see below).

New logo - temporary signage

Way-finding signage

We propose the development of “distinctively Tawa” signage, throughout the BID area, that points to the different retail and service areas, and also other locations of interest, e.g., walkways, parks and reserves etc. This might be done by incorporating the new logo into the signs - to contribute to a visual “theme” that identifies, and is identified with, Tawa.

An example of how this can be done, albeit in a different context, is Petone. There “themed” street name signage makes a significant contribution to the historical ambience of that location (see below).

[Pictures depicting - Themed way-finding signage in Petone]

“Welcome to Tawa” signage

An obvious opportunity to show-case the new Tawa logo is on the signage marking the southern and northern Main Road entrances to Tawa. The current signage is shown below.

Existing “Welcome to Tawa” signs

Pictures depicting - Southern entrance sign; Northern entrance sign

We propose replacement of these “Welcome to Tawa” signs. One option is to replace them with substantially larger, and bolder, signage that features the new Tawa logo, perhaps along the lines of the temporary example above. We would like to see Tawa identified as a bright, lively and positive community, which we think comes through much more strongly in the new logo than in the existing, official-looking, “Welcome to Tawa” signs.

An alternative would be electronic signage that includes the capability to “advertise” happenings and events within Tawa.

We propose to engage with WCC officers on these possibilities.

7. Town Planning

As already mentioned, Tawa has seven areas that are zoned for commercial/business/light industrial use (zoned either as “town centre”, “business 1” or “business 2”).

These zonings constrain the use to which land can be put when resource consents for re-development are being applied for, essentially, we understand, as follows:

- Areas zoned “Town centre” are confined to “retail/retail services”, subject to residential use being permitted on second and, where permitted, third floors.
- Areas zoned “Business 1” are for “commercial activities”
- Areas zoned “Business 2” are zoned for commercial and (light) “industrial” use.

Applications under the Resource Management Act that fall within the confines of the “permitted activities” in these areas are relatively straightforward. Beyond that Council has some discretion in approving individual resource consent applications, but the less compliant is the application, the more costly and time-consuming is the approval process. Delays can be lengthy.

TBG considers that it is time to review the commercially zoned (town centre, business 1 and business 2) areas within Tawa. Questions to be addressed, we think, include:

- Are the areas designated “Town Centre” too restrictive? Would it help to bolster the viability of the “town centres” if more people could live in and around those centres? While residential use above ground level is a permitted activity, could restricting ground level use to commercial activity be undermining the economics of redevelopment within the town centre?
- Do recent approvals for ground floor residential use in the Linden Town centre, and for the townhouse complex adjacent to Tawa Junction, indicate that such restrictions is no longer necessary or desirable?
- Are the areas currently zone business 1 and business 2 still appropriate, or would rezoning to enable (not require) alternative land-use be appropriate?

Again, TBG at this stage is not recommending any particular changes, but rather signalling that this is a matter on which there is a need for some forward-thinking. Issues and options will need to be identified and considered in good time ahead of decisions being taken during the District Plan Review (in three or so years’ time).

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Tawa Business Group Inc.

(incorporating the Tawa Business Improvement District (BID))



Submission to Wellington City Council

Long-term Plan 2018 - 2028

15 May 2018

Summary

Wellington City Council describes a Business Improvement District (BID) as

a partnership between a local authority and a defined local business community to develop projects and services that benefit the trading environment and which align with the local authority's objectives. A BID is supported by a targeted rate, levied on and collected from non-residential properties within the defined boundary.

The Tawa BID (operated through Tawa Business Group Inc. (TBG)) has been operating for one year. Its targeted rate funding commenced on 1 July 2017. In recent months TBG has been preparing a Long-term strategic plan and a business plan for 2018-19.

Publication of the City Council's Long-term Plan 2018-2019 (LTP) for submissions provides an opportunity for TBG to provide its own business plan and longer term strategies as input to the Council's long-term planning process.

Oral submission

TBG wishes to make a short oral presentation on this submission.

Contact persons are:

Ant Simon (Chair)	info@simonspharmacy.co.nz	(027 242 9288)
Gary Denton (Treasurer)	gary.denton@xtra.co.nz	(027 4468 666)
Bruce White	bruce.white@orcon.net.nz	(027 361 6354, away 20–27 May)

Overview

TBG **supports the five strategic priorities identified in the LTP** and has included projects and activities in its own planning under each of those five headings:

In brief:

- **Resilience and environment:** TBG supports the inclusion of funding for flood mitigation in the Tawa area. There have been instances in recent years of serious flooding in business precincts, and significant damage. TBG would like to see mitigation work undertaken as soon as possible and is keen to maintain close engagement with the Council on this matter.

TBG would also like to explore with Council the opportunities Tawa can provide directly to support Council's own operating resilience, being an area of relatively low seismic risk and already with a major disaster recovery facility (Plan B Ltd). The Tawa Community centre played a significant role as a secondary site immediately following the Kaikoura earthquake.

- **Housing:** One of TBG's strategic aims is to have more people living in and around the business areas within the Tawa BID boundary. This will help to lift levels of activity and business, and make for more prosperous, lively and secure business areas. Done appropriately, will also support positive development of Tawa as an attractive place to live. We note from the LTP that WCC:

...propose(s) to undertake an accelerated and detailed review of our planning documents and consenting processes to ensure we accommodate growth in ways that enhances the city; and that

The first 3 years will focus on holding detailed discussions with our community around options and setting in place a detailed spatial plan. This will be followed by district plan changes.

TBG is keen to work closely with WCC on this subject. We see Tawa as very much within the frame for urban development.

- **Transport:** We note the major initiatives for cycling, parking and roading ('Let's Get Wellington Moving'). These include linking cycle ways, including linking Ara Tawa to Middleton Road/Johnsonville, but only in the outer (10+) years, i.e., not within the current LTP. Also, the focus on 'Getting Wellington Moving' stops at the Nauranga Gorge.

TBG foresees major traffic congestion issues arising in Tawa within the next few years – particularly once Transmission Gully (TG) is open. The junction of TG and the existing SH1 at Linden will be a choke point for morning traffic, and will likely result in an upsurge in traffic through Tawa from Porirua, and from traffic that exits at the new Kenepuru interchange to by-pass that choke point (as far as Westchester Drive). This is but one of emerging traffic issues in the vicinity of Tawa. TBG wishes to maintain engagement with WCC on these.

Regarding parking, customer parking in Tawa, overall, is reasonably well catered for. But there are areas where that is less the case, e.g., from Tawa Squash Club to the Roundabout (from 67 to 99 Main Road). There are opportunities, with improved organisation of customer and commuter parking (time limits, signage, to make better use of available space) to make things work better. TBG wishes to engage with WCC to achieve this outcome.

- **Sustainable development:** See above re town planning/the District Plan. TBG wishes to be fully engaged with this, with a view to enabling appropriate changes of permitted land-use to enable more people to live in and around the business areas within Tawa (which are also proximate to Tawa's (five) train stations).
- **Arts and culture:** The Council currently is investing in the Tawa 'Town Centre', to give it an uplift. This has included creative design work (involving creative use of colour and lighting) and a very large mural on the wall of the New World supermarket. TBG is keen for this not to be just a 'one-off' and sees considerable scope for other creative (but relatively low cost) art and design opportunities throughout the Tawa BID area: more murals and creative design of 'access ways' (using 'colour and paint' more than 'bricks and mortar').

The Tawa Technology Education Trust has in train a major project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this initiative and is investigating complementary initiatives focused on achieving an uplift to the pedestrian access-ways from the Council-owned carparks adjacent to the Community Centre and the Plan B building to the Main Road shops and the Plaza (upgrade of which is currently in progress).

TBG wishes to congratulate the Council's Urban Design Team on the creative work it already has done for Tawa (and throughout the City) and looks forward to the opportunity to continue to work with it on 'making a splash' in Tawa.

The following provides more detail on the specific projects and activities that TBG has on its agenda. In advancing these, we are keen to maintain the close and collaborative relationship we have had to date with the Council and Council Officers who support the BID programme; and wish to thank Council for the support received over the past year.

Introduction and background

The Tawa Business Group Inc. (TBG) is pleased to submit to the Wellington City Council (WCC) on its 2018-2028 Long-term Plan.

TBG was incorporated in September 2016, and led, in collaboration with WCC, the establishment of a Business Improvement District for Tawa. The successful poll to establish the BID was conducted in December 2016, and funding from the BID targeted rate, levied on commercial properties within the BID, commenced from 1 July 2017. The targeted rate was struck at a level to generate approximately \$95,000 of revenue for 2017-18. A similar level of funding from Tawa businesses is expected to be levied for 2018-19.

Being the inaugural year, 2017-18 has been mostly about getting underway as a BID. This has included in recent months engaging external consultants to help establish strategic direction for the longer term.

Specific activities and accomplishments in the past year include:

- Establishing a new logo for Tawa (in conjunction with the Tawa Community Board and Tawa Residents' Assn).
- Establishing the Eyes-On programme in Tawa (with First Retail Ltd).
- Maintaining a relationship with WCC on the Tawa Town Centre upgrade now under construction (which, on representations made on the 2016-17 WCC Plan, was brought forward from 2018-19).

Specific proposals

1. Car-parking

Town Centre car-parking

Issues have been raised in the Tawa business community about:

- The narrowness of Main Road angle parking spaces for pop-in shoppers. Widening these a little is necessary to make the parking more useable, particularly for the elderly. The cost of changing the road markings would be offset by fewer car doors being dented.

- Parking congestion in the Main Road shopping area. Currently there are parking time limits, currently 15 minutes outside Take Note /next door to the fish and chip and dry-cleaning shops, and outside the library; 60 mins elsewhere. But a lot of parking appears to be taken up by other than short-term 'customers'.

We propose the following steps to make the rear car parking areas work better:

- Designation of the rear (Council-owned) car-parks and of Oxford Street for longer-term (up to 3 hour) customer parking and, separately, for staff parking. A time limit is needed to deter use of these spaces for all-day commuter parking (the train station being just a couple of minutes away). TBG will be engaging with business owners to encourage maximum use of spaces on their own premises for staff parking; and also with New World which owns part of the 'rear car-park', for use by its customers.
- Installation of prominent signage that points those using Town Centre parking to the locations appropriate for different users, i.e., Main Road for short-term shoppers, and the rear carparks for longer-term users (see below for further proposals on signage).
- Appropriate enforcement of time limits for the Council-provided parking (including to counter commuter use of the rear car-parking areas).

The commercial area from the Roundabout to the Squash Club

Parking congestion/lack of parking is impacting businesses, and others, in this vicinity. TBG will be working with the business owners and other property owners to establish possible solutions. We envisage engaging with Council after that.

2. Building linkages to develop a more joined-up business area

There are two aspects to this issue:

- Un-connected commercial areas throughout Tawa (Takapu Island, the Outlet City vicinity, the strip from the Squash Club to the Roundabout (67 to 99 Main Road), Oxford Street/Main Road, the Town Centre, Tawa Junction and Linden Shops.¹
- Opportunities for strengthening the linkages within the Tawa Town Centre (between the rear car-park and the Main Road & Plaza retail spaces).

Joining-up the multiple business areas

A challenge facing TBG is to forge a shared sense of common interest, and destiny, across the multiple (seven) business precincts that span the BID area.

A first step toward building a shared sense of 'Tawa Identity' is to install banners and flags along Main Road Tawa, featuring the new Tawa logo. This project is currently under discussion with WCC officers – with a view to it being progressed jointly (WCC contributing infrastructure and installation; TBG the flags and banners).

¹ The Linden shops currently are outside of the BID boundary, but it is proposed that the boundary be extended in 2018/19 to incorporate them. Preparation for the necessary poll, to be conducted by Council, will be covered from existing BID resources.

Proposed street flags and banners



Pedestrian linkages to the Main Road shops

There is a significant amount of foot traffic between the west side of Tawa and the Tawa train station. Much of this foot traffic passes around the Tawa Main Road shopping area. Also college and intermediate school students use the rail overbridge to get to/from school, as do eastern-side residents to access the shops.

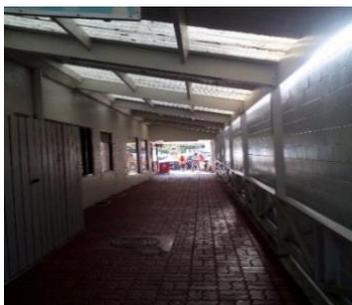
The Tawa Technology Education Trust has underway a project involving Tawa schools in the design of creative linkages from the Tawa train station to the Town Centre. TBG is fully supportive of this project and is considering complementary initiatives focused on achieving a 'facelift' for the pedestrian access-ways from the Council-owned rear car-parking areas to the Main Road shops and the Plaza (upgrade of which is currently in progress).

Alleyway at 180 Main Road

There already is an alleyway at 180 Main Road connecting the Main Road shops to the rear carpark area (adjoining the Community Centre). This alleyway is on property owned by 180 Main Road. The owner is proposing to invest in refurbishment of the interior of the building; which creates an opportunity also to upgrade the public alley-way. Though on private property, this alleyway serves as a Council-recognised public access-way. TBG proposes that the interested parties (TBG, the property owner, the Community Board and the Council) collaborate to give the alleyway a 'facelift', so as to make it a more inviting route by which those parking in the rear car-park have pleasant access to the Main Road shops.

A first step is to develop design concepts. We propose that Council contribute to this by having the design team that undertook the design work for the Plaza upgrade to prepare initial designs. These should continue the themes developed for the Town Centre upgrade, so as to maintain consistency of design. There is also opportunity to improve the appearance of the nearby back of the Community Centre, which today looks a bit 'shabby'.

Existing Main Road to rear carpark alleyway



Lack of natural light



Rear entrance to alleyway



Rear of Community Centre

Lane linking rear carpark to the Plaza

The new mural on the New World wall (see p.8 below) has been very positively received; but now makes the other side of this lane look comparatively 'tatty'. While the Plaza end of the lane (adjacent to the Café Addict premises) is being upgraded as part of the Plaza upgrade, that will address only a portion of the lane running along the back of the Main Road shops.

Possibilities for improving the rest of the lane include:

- installation of good lighting, to improve safety for pedestrians and security for shop-owners – plus monitored CCTV, at least in the vicinity of, and in, the Plaza and the 180 Main Road alleyway.
- subject to consultation with the adjoining property owners (Nos. 186-204), steps to improve the visual aspect. Shop 'backages' usually are not such a great sight. TBG will engage with the shop-owners on things they can do to make their rear yards more 'presentable'. The Council Design Team also, we think, will have good ideas for giving the lane an 'uplift'

These steps would make for a more pleasant and safe experience for pedestrians who use the lane linking the rear car-park to the upgraded Plaza; and are necessary for the Plaza upgrade to achieve its full potential.

Existing lane connecting Rear Carpark to the Plaza



Viewed from Plaza end



Viewed from Carpark end

3. More murals

The mural painted as part of the Town Centre upgrade on the New World supermarket wall alongside the lane that links the rear carpark to the Plaza, has been a huge success.



Mural on New World Wall (as part of 2017-18 Town Centre upgrade)

There is a number of other large 'blank' walls within Tawa which would also be suitable for a mural. We understand that WCC is willing to support more murals in Tawa. We are keen to work with Council officers on the possibilities.

4. Signage

An element in both 1 and 2 above (more effective parking and more effective pedestrian linkages) is a need for effective signage. Visitors to Tawa need clear and prominent signage that points them:

- to the right place to park, given the duration of their visit; and
- to the attractions that Tawa has to offer, e.g., the various bush walks, such as Redwood Bush, and Forest of Tane, and also to Ara Tawa.

There is also an opportunity for refreshed signage to showcase the new logo (see below).



New logo - temporary signage

Way-finding signage

We propose the development of 'distinctively Tawa' signage, throughout the BID area, that points to the different retail and service areas, and also other locations of interest, e.g., walkways, parks and reserves etc. This might be done by incorporating the new logo into the signs – to contribute to a visual 'theme' that identifies, and is identified with, Tawa.

An example of how this can be done, albeit in a different context, is Petone. There 'themed' street name signage makes a significant contribution to the historical ambience of that location (see below).



Themed way-finding signage in Petone

'Welcome to Tawa' signage

An obvious opportunity to show-case the new Tawa logo is on the signage marking the southern and northern Main Road entrances to Tawa. The current signage is shown below.

Existing 'Welcome to Tawa' signs



Southern entrance sign



Northern entrance sign

We propose replacement of these 'Welcome to Tawa' signs. One option is to replace them with substantially larger, and bolder, signage that features the new Tawa logo, perhaps along the lines of the temporary example above. We would like to see Tawa identified as a bright, lively and positive community, which we think comes through much more strongly in the new logo than in the existing, official-looking, "Welcome to Tawa" signs.

An alternative would be electronic signage that includes the capability to 'advertise' happenings and events within Tawa.

We propose to engage with WCC officers on these possibilities.

5. Long-term traffic management

In recent years traffic volumes on Tawa Main Road have increased considerably. A recent traffic study found that "The daily traffic flows on (Tawa) Main Road increased by 25% during the period 2004 to 2012, and the peak hourly flows increased by some 40%, according to these counts." (*Traffic and Parking Study, Sunrise Boulevard/Main Road*, Ian Constable, Traffic Solutions Limited, 11 October 2017). Since 2012, traffic volumes will have increased further, perhaps by as much again.

These increased volumes are now causing considerable traffic congestion, for example, at the Southern entrance to Tawa where, during peak evening hours, impediments to traffic flow on entering Tawa (roundabouts) now sometimes result in traffic back-up onto the motorway (and, given the absence of a dedicated Tawa exit lane, motorway congestion and safety issues).

Increasing traffic volumes along the Main Road have resulted in difficulties and safety issues at most intersections – which progressively have been addressed with the installation of roundabouts. Most intersections between Tawa and Linden now have a roundabout. These

are of 'variable' appearance – some attractive and some less so with potential for 'beautification', e.g., the one at Southern entrance at William Earp Place.

The most dangerous intersection now is Main Road/Sunrise Blvd. There are serious safety concerns about this intersection. These will be added to on the completion of the 45 independent-living apartments being constructed at the Longview Retirement home on Sunrise Blvd. Local residents have been meeting with Council Officers and Councillors with a view to establishing the best remedy.

Traffic volumes are expected to increase even further from current levels. Once the Transmission Gully (and the, eventually, the P2G) highways are completed, Tawa will be located at a hub in the regional highway network. An issue, particularly should construction of the P2G highway be deferred, is that, on completion of Transmission Gully, there will be a major choke point on the motorway in the mornings at Linden. Here four lanes will reduce to two. That creates a likelihood that some traffic destined for Wellington will exit at Porirua/Kenepuru and travel through Tawa, perhaps as far as the Winchester Drive interchange, to avoid the congestion. Also, sizeable developments are in prospect in the Kenepuru area (residential and recreational). These too are likely to add to traffic volumes through Tawa.

The prospect of more rather than less traffic coming into Tawa, and the potential for additional custom from that is, of course, welcomed by Tawa business. But it also points to a need, if the positives are to outweigh the negatives, to begin planning now to manage greater traffic volumes over the longer run.²

Tawa, unlike some suburbs with serious traffic congestion problems, has options for enabling more traffic to flow through the suburb. TBG does not have a current view on which options may be feasible, or desirable. But is strongly of the view that the stage has been reached where some forward thinking is now needed. Questions for consideration include:

- Whether, or not, it would help for some traffic to be diverted around the Town Centre (using Surrey-Oxford-Cambridge Streets). For example, would using this diversion for south-bound traffic, thus making the Main Road through the Town Centre one way for north-bound traffic, enable the 'opening up' of the Main road for more pedestrian use? Would that add to or detract from the 'ambience' of the Town Centre?
- Whether Duncan Street has a greater role than today as a route for traffic traversing the length of the valley – so that traffic might be spread across two 'thoroughfares', rather than concentrated on the Main Road?
- Whether Bing Lucas Drive has a greater role to play in catering for traffic flows from/to Greenacres/Woodman Drive and the Motorway. This could include widening the Bing Lucas Drive 'cutting' and the roadway/bridge where Bing Lucas Drive joins

² The possible cost of a lack of forward thinking has become evident with the deletion of the hitherto planned exit at the Kenepuru Transmission Gully interchange for traffic to Linden/Greenacres from Wellington/Hutt Valley. The cost is that heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area will most likely continue to travel through central Tawa – a possible opportunity lost.

Takapu Road. (Takapu Road access to the motorway will be addressed, eventually, as part of the design of the P2G interchange.)

- What are the prospects, over the next 10-20 years of the proposed construction of a road-link from Tawa to Churton Park? And if such a link was to be established, what down-stream implications would there be for traffic management within Tawa, e.g., added congestion on the approaches to the Takapu motorway interchange?

TBG is not at this stage seeking decisions or implementation of any such proposals; just that exploration of options commence. Experience indicates that absent long-term planning, options for the future that may now be available can become closed off. An example is deletion of a previously planned exit from Transmission Gully for northbound traffic at the Kenepuru interchange. The deletion of that exit will most likely result in (the increasing number of) heavy trucks from the Hutt Valley and Wellington destined for the Broken Hill industrial area continuing to travel through central Tawa, including through the Town centre. Therein, perhaps, was an ‘opportunity lost’ because no one was thinking far enough ahead or of downstream ramifications.

6. Flooding

Being a valley, Tawa is prone to flooding. In recent years, there have been increased incidence of floods causing property damage, for example, the overflow of the stream under the Town Centre in May 2015.



Tawa Main Road shopping area flooding (2015)

Other areas prone to flooding include in the vicinity of 72 Main Road. Investigatory work already has been undertaken by Council Officers on the flooding issues in this area. The problem appears to arise at least in part, if not mainly, from blocked drains associated with tree foliage. We propose that these issues be taken up in conjunction with the need to address parking capacity in this vicinity (as above).

7. Town Planning

As already mentioned, Tawa has seven areas that are zoned for commercial/business/light industrial use (zoned either as ‘town centre’, ‘business 1’ or ‘business 2’).

These zonings constrain the use to which land can be put when resource consents for re-development are being applied for, essentially, we understand, as follows:

- Areas zoned ‘Town centre’ are confined to ‘retail/retail services’, subject to residential use being permitted on second and, where permitted, third floors.
- Areas zoned ‘Business 1’ are for ‘commercial activities’
- Areas zoned ‘Business 2’ are zoned for commercial and (light) ‘industrial’ use.

Applications under the Resource Management Act that fall within the confines of the ‘permitted activities’ in these areas are relatively straightforward. Beyond that Council has some discretion in approving individual resource consent applications, but the less compliant is the application, the more costly and time-consuming is the approval process. Delays can be lengthy.

TBG considers that it is time to review the commercially zoned (town centre, business 1 and business 2) areas within Tawa. Questions to be addressed, we think, include:

- Are the areas designated ‘Town Centre’ too restrictive? Would it help to bolster the viability of the ‘town centres’ if more people could live in and around those centres? While residential use above ground level is a permitted activity, could restricting ground level use to commercial activity be undermining the economics of redevelopment within the town centre?
- Do recent approvals for ground floor residential use in the Linden Town centre, and for the townhouse complex adjacent to Tawa Junction, indicate that such restrictions is no longer necessary or desirable?
- Are the areas currently zone business 1 and business 2 still appropriate, or would rezoning to enable (not require) alternative land-use be appropriate?

Again, TBG at this stage is not recommending any particular changes, but rather signalling that this is a matter on which there is a need for some forward-thinking. Issues and options will need to be identified and considered in good time ahead of decisions being taken during the District Plan Review (in three or so years’ time).

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan	Hutt Valley	Individual	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Resilience and environment,Housing,Transport,Arts and culture,Sustainable growth

Resilience and environment summary

Water storage capacity and network improvements	Neutral
Wastewater network improvements	Strongly support
Tawa and Miramar Peninsula stormwater network improvements	Neutral
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	Strongly support
Predator Free Wellington	Support
Community-led trapping	Strongly support
Resilience of the transport corridor	Support
Security of water supply	Strongly support
Waste management and minimisation	Strongly support
Storm clean-up	Neutral
Adding land to the Wellington Town Belt	Neutral
Do you have any other comments?	
More nature walks with more birds, Fresh clean, untainted water (no fluoride and chlorine) for all!	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Oppose
Wellington Housing Strategy	Support
Special Housing Areas	Support
Inner City Building Conversion	Oppose
Special Housing Vehicle	Support
Rental Warrant of Fitness	Strongly support
Te Whare Oki Oki	Neutral

Do you have any other comments?

Buildings need to be warm, dry and functional. Build new ones to last for eons

Transport summary

Cycling Master Plan	Strongly support
Introduction of weekend parking fees	Support
Let's Get Wellington Moving	Strongly support
Transport-related initiatives	Strongly support

Do you have any other comments?

I walk, cycle, skateboard, motorcycle and drive a car around the city. If everyone varied their form of transport there would be much less congestion. Prioritise walking and cycling pedestrians first, followed by (free) ample motorcycle car parking (which there is already alot) to encourage smaller forms of transport around the city, work to remove cars from the centre of the city as much as possible and build a monorail! See the following clip for monorail example: <https://www.youtube.com/watch?v=ZDOI0cq6GZM>

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Support
Kiwi Point Quarry life extension	Support
Wellington Zoo upgrades	Neutral

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Support
Additional support for the arts	Not answered
Investment in the arts	Support

Do you have any other comments?

Arts are a very important part of Wellington City. I encourage everyone to get out to these when and where possible!

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Transport is a big issue for Wellington. Being a culdesac type city it needs the type of transport that can effortlessly transport humans into and out of the city from Lower Hutt and Porirua. Despite the risk of a big earthquake happening I think it's worth investing in a loop type monorail to link from Wellington station, the Airport and the Hospital. I'm under no illusion this will cost alot but in the long term this will likely reduce emissions from buses and cars and offer easy and reliable transport throughout Wellington city.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicola de Wit		Ryman Healthcare Limited	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



SUBMISSION ON THE WELLINGTON CITY COUNCIL 10-YEAR PLAN BY RYMAN HEALTHCARE LIMITED

INTRODUCTION

- 1 This is a submission on the Wellington City Council's (*Council*) draft 10-year plan on behalf of Ryman Healthcare (*Ryman*).
- 2 The Council's draft 10-year plan does not include a new development contributions (*DC*) policy, however Ryman understands the Council welcomes submissions in advance of its upcoming review of its DC policy.
- 3 This submission covers:
 - 3.1 An introduction to Ryman, its villages and its residents;
 - 3.2 Ryman's concerns in relation to Council's DC Policy 2015/2016 (*2015/2016 Policy*), and how those concerns should be addressed through the upcoming DC policy review; and
 - 3.3 A request for Council to work positively and collaboratively with Ryman in relation to its upcoming review.

RYMAN HEALTHCARE

- 4 Ryman currently has 32 operational retirement villages providing homes for more than 10,000 elderly residents across New Zealand and Melbourne. Ryman has 4 retirement villages currently operating or under development in Wellington. These villages are located in Kilbirnie, Khandallah, Newtown and Karori. Ryman is committed to being a key retirement village provider for high quality homes and care for the ageing population in Wellington now and in the future.
- 5 Ryman is considered to be a pioneer in many aspects of the healthcare industry – including retirement village design, standards of care, and staff education. A high quality, purpose built environment is a core principle of Ryman's philosophy. Ryman is passionately committed to providing the best environment and care for our residents. In recent times, Ryman has built approximately half of all new retirement units and the majority of all new aged care beds in New Zealand.
- 6 Ryman is not a developer. It is a resident-focused operator of comprehensive care retirement villages. Ryman is recognised as a leader in the industry. Ryman has a long term interest in its villages and its residents. It believes that a quality site, living environment, amenities and the best care maximise the quality of life for its residents.

The ageing demographic

- 7 Looking at the demographic figures briefly, it is currently estimated that 262,000 people in New Zealand are aged over 75, who are the primary market for Ryman's villages. This number has been growing at the rate of 5,000 per annum for the past 15 years. Now, that growth rate has lifted to 11,000 per annum. With the advent of the baby boomers, that growth rate will lift again to 18,000 per annum. Within the next 20 years, the population aged 75+ will have more than doubled to over 538,000 nationally. By 2050, that number will be even higher.
- 8 These demographic changes are resulting in large increases in demand for retirement living options. Alongside that growth, supply is relatively flat. The construction of new purpose-built villages is struggling to even replace the closure of small, old retirement and rest homes that are not fit for purpose.

Ryman's residents

- 9 All of Ryman's residents – both retirement unit and aged care room residents – are “elderly” and much less active and mobile than the 65+ population generally as well as the wider population. Ryman's retirement unit residents are early 80s on move-in and its aged care residents are mid-late 80s on move-in. Across all of Ryman's villages, the average age of retirement unit residents is 82.1 years and the average age of aged care residents is 86.7 years.
- 10 Ryman's retirement units are sometimes referred to as “independent units”. It is important to remember that the word “independent” is used in a particular context when discussing retirement living. Independence is a relative term and, for a person aged in their 80s or 90s, it is significantly different from that for a younger person. As noted above, Ryman's residents are much less active and mobile than the 65+ population generally as well as the wider population.

Ryman's villages

Comprehensive care villages

- 11 There are two very different types of retirement villages – ‘comprehensive care villages’ and ‘lifestyle villages’ (both accepted industry terms):
 - 11.1 Comprehensive care villages allow residents to access a ‘continuum of care’ from independent townhouses and apartments to 24-hour nursing care within the same village. These villages have a balanced proportion of retirement units and aged care rooms.
 - 11.2 On the other hand, lifestyle villages provide mostly retirement units with a small amount of aged care rooms. Residents generally need to move out of the village when they require greater care.
- 12 These fundamental differences between the two types of retirement villages means they attract a very different resident demographic. Lifestyle villages cater for a younger, more active, early retiree. Comprehensive care villages cater for people who choose to move to a village due to a specific need (health, mobility, companionship).

These people are attracted to the continuum of care offered by comprehensive care villages.

- 13 Ryman is the main provider of comprehensive care villages in New Zealand. It provides approximately 50% care units and 50% independent units across all of its villages.

On-site amenities

- 14 Ryman's villages offer extensive on-site amenities, which generally include a bar and restaurant, a pool, a theatre, a library, communal sitting areas, a gym (including its age-specific 'Triple A' exercise program), a bowling green, extensively landscaped grounds, a workshop and gardens. Ryman provides these on-site indoor and outdoor purpose built amenities, as well as its activities programmes, to meet the very specific needs of its elderly residents. Ryman's residents often comment that Council facilities are designed for younger people, and are not suitable for their particular needs.

Occupancy rate

- 15 Although Ryman provides some two and three bedroom retirement units, they are only occupied by 1 or 2 people. All Ryman residents are party to an Occupation Agreement that limits the number of occupants in each retirement unit to a maximum of 2 people. On average across Ryman's villages, retirement units are occupied by 1.3 people.

COUNCIL'S 2015/2016 DC POLICY

- 16 Ryman's concern in relation to the 2015/2016 Policy largely relates to the remissions or special assessment process.
- 17 Ryman has robust and independent evidence as to the effects of its villages on requirements for community facilities. It requests that the Council take this evidence into account during its review of the 2015/2016 Policy, and ensure that a mechanism is included in its new DC policy that provides for the appropriate assessment of DCs for developments that have a significantly different impact on community facilities compared to a standard residential development.

Units of demand

- 18 Retirement village units and aged care rooms create much less demand for community facilities compared to a standalone dwelling:

Reserves

18.1 Retirement village units and aged care rooms create very low demand for reserves because of:

- (a) The low occupancy rate: an average of 1.3 people per retirement village unit and 1 person per aged care room;
- (b) The reduced activity levels of residents due to their age and frailty; and
- (c) The specialist on-site amenities provided by Ryman to cater for the elderly residents' specific needs.

18.2 Ryman has obtained survey data from independent social survey experts to confirm that the above factors result in a very low demand for reserves. Based on that data, Ryman considers its aged care rooms create zero demand for reserves (0 EHU) and its retirement village units create a very small demand for reserves (around 0.02 EHU). Ryman would be happy to share this information with officers in a meeting.

Transport

18.3 Ryman's villages are low traffic generators, with the majority of movements generated during off peak periods. A standard standalone dwelling is assumed to generate 10 trips per day.¹ In comparison, retirement village units are assumed to generate 2 resident and visitor trips per day and aged care rooms are assumed to generate 1.5 trips per day (made up of 0.6 visitor trips, 0.6 staff trips and 0.3 service trips).²

Stormwater

18.4 Ryman villages often provide on-site stormwater management systems to mitigate stormwater effects on-site, which reduces the requirement for new Council infrastructure.

Water supply

18.5 The 2015/2016 Policy assumes water supply needs of 780 litres per day per EHU. The average daily water consumption of Ryman retirement village occupants is 200 litres per person per day.³

Wastewater

18.6 The 2015/2016 Policy assumes wastewater supply needs of 390 litres per day per EHU. The average daily waste water use of Ryman retirement village occupants is 160 litres per person per day.⁴

Remissions and Special Assessment

- 19 The 2015/2016 Policy allows for remissions of DCs at the Council's discretion. Ryman considers the Council's new DC policy should contain clear guidelines as to when remissions will be considered in order to provide a greater level of certainty for both Council and developers.
- 20 For example, the new DC policy should state that the Council will consider remissions for stormwater DCs where developers provide on-site mitigation that will reduce a development's demand on the Council's stormwater network. The policy should set out the process for applying for a remission and the matters that will be considered (including any assessment of stormwater demand during the resource consent process, the projects listed in the DC policy that relate to the catchment, any catchment

¹ RTA "Guide to Traffic Generating Developments".

² RTA "Guide to Traffic Generating Developments" and Transfund New Zealand Research Report No. 210.

³ This figure has been established through consenting process for a number of Ryman villages.

⁴ As above.

management plan, and the effects of the on-site mitigation on peak flows from the development, and downstream, in the 10 and 100 year ARI events).

- 21 More generally, the new DC Policy should include a mechanism to provide for a fair, proportionate and equitable assessment of DCs for developments that have a significantly different impact on community facilities compared to a standard residential development. Many other DC policies around New Zealand provide for a Special Assessment process in those circumstances. The policy should set out when a Special Assessment will be undertaken (which could include a threshold based on a number of EHUs) and the criteria that will be considered by Council.

CONCLUSION

- 22 Ryman welcomes the opportunity to provide a submission on the Council's DC policy review. Ryman is very pleased to be contributing towards meeting the retirement living needs of Wellingtonians and investing in long term economic growth and employment in Wellington City. It wishes to work positively and collaboratively with Council to ensure the new DC policy provides for a fair, equitable and proportionate assessment of DCs for Ryman's villages. Ryman would be happy to meet with Council in person to discuss this submission.

Regards,



Andrew Mitchell
Chief Development Officer
andrew.mitchell@rymanhealthcare.com

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John White		Ngaio Crofton Downs Resident Association	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Support
Resilience of the transport corridor	Support
Security of water supply	Not answered
Waste management and minimisation	Strongly support
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Our Association notes that increased investment is proposed in water-related infrastructure, and we are strongly supportive of this. However, we would be concerned if this was to completely dominate spending over the next ten years at the expense of other important areas relating to resilience and environment. In particular, we note that resilience-related projects dominate proposed spending, with little for protecting and enhancing the natural environment.

We are disappointed that resilience is presented solely as an infrastructure issue. Equally important is building resilient communities whose response in an emergency focusses on “we all need to help other” rather than “every person for their selves”. Substantially greater funding for activities such as Neighbours Day events would help here. We strongly support finding and funding effective ways of building inclusive communities well motivated to see that no one is left behind in emergencies and disasters.

Water infrastructure

We know that a major earthquake will occur in Wellington, if not in our lifetimes then in that of our not-so-distant descendants. Security of water supply will be a crucial determinant of how well we survive. While

this adds significantly to our rates if savings elsewhere are not forthcoming, we agree that it is something we need to do.

Our Association rates water storage capacity and network improvement ahead of waste water and storm water projects as a priority because of a likely greater benefit to our survival prospects following a major disaster.

We support Option 1, but not necessarily to the full extent and expense outlined if resistance to increases in the total rates bill would lead to cut-backs in other vital areas. Option 2 (keep current levels of service) is not acceptable given the current state of and future demands on our water infrastructure.

Building accelerometers

This sounds sensible. We look forward to seeing further details on the proposal, including funding implications.

Resilience of the transport corridor

We address this below under Transport.

Strengthening Council buildings

We address this below under Arts and Culture.

Built Heritage Incentive Fund

We support the need to either repair or remove unreinforced masonry, particularly in well-frequented areas. Given pressure on funding we believe to “remove” rather than “repair” option needs to be given substantial consideration when removal is significantly cheaper in individual cases.

Water security of supply

We strongly believe the focus needs to be on reducing demand for water rather than increasing supply. We would support serious investigation of “user pays” options such as water meters. Lawns that stay green all year, for example, should be seen as a luxury that may be more costly to achieve with climate change, and not something all ratepayers should be paying for.

Waste management and minimisation

Given there are no additional costs for this work at this time we strongly support the proposed action.

Storm cleanup

We accept the climate change logic for additional funding here.

Predator Free Wellington and community-led trapping

We have ample evidence from the support for both Predator Free Crofton Downs and Predator Free Ngaio that residents in our suburbs are strongly focussed on predator control and eradication. We accept the logic of starting from the Miramar Peninsula to progressively achieve Predator Free Wellington by 2050, and we would hope earlier than that.

Nevertheless we would support substantially greater funding than \$89,000 per year for community-led projects which could involve activities beyond just trapping. We have many highly-motivated residents prepared to help. Not only can we help protect our native wildlife locally. We have found that working together on protecting wildlife brings people from different backgrounds and political views together and is an ideal way to help build more inclusive and resilient communities.

Addition of land in the Wellington Town Belt

We note that private land covered by regenerating native bush, some of it zoned residential, lies between Ngaio and the Town Belt. The land use consent for residential development lapsed in 2016. We request that Council look to ways for acquiring the private land not zoned residential in the event that a further land use consent is sought. This would bring the Town Belt to our doorstep, as well as protecting and improving access up to the Skyline Walkway.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered
Do you have any other comments?	
<p>Our Association found a lack of clarity in the consultation document about what exactly was social housing and what was affordable housing, including are target groups are for each. We hope this will be clearly stated in the Plan, both so that residents can clearly understand this and to guide future planners.</p> <p>We think it important that a community cares for those who require help at any stage through their lives. Housing has a key role to play. We support increasing the level of expenditure on social and affordable housing. Our Association therefore supports Option 1.</p> <p>However it is provided, Wellington needs a much higher proportion of housing accessible for disabled residents. Lack of such housing can mean people moving into aged care facilities when they should not need to.</p> <p>We note that SHAs are proposed that will possibly entail a streamlined resource consenting path and several incentives. While we applaud finding ways of speeding up the consent process, this must not be to the detriment of protecting the environment, existing residents’ rights, and the character of our city and suburbs. Streamlining of resource consent processes must be carried out very carefully and with community consultation. Incentives need to be clearly designed to assist those who will use the housing.</p> <p>From the exposure that some of our members have had with WCC’s resource consent process, it appears that existing residents’ rights are not accorded high priority relative to developers interests and WCC’s interest in driving growth. Housing developments, particularly those with Council investment, must value community input and communicate openly through all resource consenting processes. It is the community’s own character, infrastructure, and day to day living that will be impacted by significant housing developments, therefore existing residents’ opinions deserve to be heard and carefully considered.</p>	

Transport summary

Cycling Master Plan	Support
Introduction of weekend parking fees	Not answered
Let’s Get Wellington Moving	Not answered
Transport-related initiatives	Support
Do you have any other comments?	
<p>There is insufficient Park and Ride capacity at all three stations in our suburbs, and very limited scope to increase this. As well we are experiencing and will continue to experience increasing local congestion, both from the new housing in our suburbs and increased through traffic along Churchill Drive/Waikowhai St / Ottawa Rd, Perth St/Cockayne Rd and via the Ngaio Gorge.</p> <p>Our Association is aware there are no easy solutions. But we also know that the number of our residents who cycle is increasing. Given the substantial uphill climb home to our suburbs from the CBD, and home</p>	

from stations and shops to many of our streets, as e-bikes become more popular there is great potential for many more people to consider cycling as an option.

Anything that encourages greater use of cycling will help slow the increase in local congestion and lack of parking. We therefore support delivery of the Cycling Master Plan at an earlier rather than later date. We also would support any other initiatives to encourage more people out of cars and onto bikes.

We also support initiatives that will increase use of public transport from our suburbs. Improving the capacity of bus services and the number and quality of bus shelters is important for us.

Also important is making walking access to railway stations feel safer for those travelling by train after dark. Better lighting and clearer access not hidden by trees is needed to make residents more willing to use trains at night. This is particularly important for older residents who may not drive.

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Sustainable growth and people with disabilities

Our Association is strongly committed to inclusiveness for all groups within our community.

The vision is for Wellington to grow and be sustainable as “an inclusive place where talent wants to live”. There is a need to understand what Council means by “inclusive” particularly for its Deaf and disabled citizens. The draft Long Term Plan does not reflect or recognise Deaf or disabled people. It does recognise other groups within the community.

Sustainable Growth planning within Wellington City Council needs to recognise that sustainable development MUST take into account the UN Sustainable Development Goals (SDGs) as they include the expectations of the Convention on the Rights of Persons with Disabilities which New Zealand committed to in 2007. Council’s business as usual approach needs to adopt a culture of inclusiveness for Deaf and disabled people.

Council cannot become a sustainable city going into the future if it does not take into adopt initiatives to promote equality of opportunity and non-discrimination of persons with disabilities. This includes access and inclusion while also taking action to ensure disabled Wellingtonians have the right to live independently and the ability to participate in all aspects of life including times of risk and emergencies.

Council needs to collect data to measure the wellbeing of Deaf and disabled citizens, beginning with the development of baseline data.

Initiatives must be developed follow codesign principles and by welcoming leadership from disabled people and their organisations while maintaining a focus on reducing inequalities.

The first step in this process is to rename the Accessibility Advisory Group and to give it a strategic role within the work of the council.

The Movie Museum and Convention Centre

We find it very strange that a Convention Centre for Wellington is thought to be part of sustainable growth. There is growing support for the idea that conventions, which typically involve a high level of air travel, have a limited future. Travel by air is in the hard basket for reducing greenhouse gases, and concerns about this are growing. It is likely in coming years there will be national and international action to reduce incentives for air travel.

Travelling by air to conventions makes little sense given the explosion in technological alternatives based around video links. It is less justifiable than travelling by air to visit distant family. Growing concerns about climate change could well leave to a cultural change that see conventions involving air travel as unjustifiable.

We also regard inter-city rivalry to attract conventions within New Zealand as undesirable nationally, and probably bad news for some existing or planned convention centres, which could include Wellington.

Streamlined consenting

We note that Council is planning to make “consenting and compliance functions faster, easier, safer and more sustainable”. We expect to advocate strongly when the time comes that “streamlined” must not mean a reduction in community input. It is very important to us that input into planning processes becomes more available, easier and safer for our residents.

Movie Museum and indoor arena

As noted above, we have also considered these two big ticket items in the wider arts and culture scope.

As characterised by independent economist Geoff Simmons, these fall into the “nice to have” category. Has cost-benefit analysis been done across the entire network of arts/entertainment venues in the city? The reality may be that to get some of these new projects some rationalisation may be required. For example, the St James and Opera House are very similarly sized venues (1,200-1,400 seats) close to each other . We would question whether the city need both and along with the 2,000 seat venue proposed as part of the Movie Museum and conference centre.

The slowness of the Movie Museum project is also concerning. From what the public sees the goal posts keep moving. If the city genuinely believes it is needed, we need to see some progress or more and more costs will be incurred with increasing risk over time of nothing to show for it.

With regard to the indoor arena, the Council needs to be working closely with the existing network of major concert promoters already operating in New Zealand to justify this investment. We need to have a realistic expectation that international acts currently skipping Wellington when coming to New Zealand, not just operating on a premise of “if we build it, they will come”. The Council need to work with and listen to promoters to make Wellington attractive and competitive, e.g. not locking in to sub-contractors in areas like ticketing, security, catering.

The Council also needs to work with WREDA and with, not in competition with, other councils, collaborating rather than competing to get international acts to New Zealand. That said, ideally Council’s focus should be also need to provide a welcoming environment as a catalyst and logistical partner for a wide range of national and international acts, but wherever possible let others (promoters, investors) take the financial risk.

Arts and culture summary

Strengthening cultural facilities	Not answered
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Additional support for the arts	Not answered
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Investment in the arts	Not answered
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Do you have any other comments?	
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We note the arts and culture expenditure, when looking at the wider initiatives in scope, is very much focused on “big ticket” infrastructure; namely the Town Hall redevelopment, Movie Museum, and indoor arena, which between them account for \$306.3m of additional borrowing.

Strengthening cultural facilities

We commend work done to partner with Victoria University of Wellington and the NZSO to get this much needed work on an important heritage building under way. We would like to see commercial options such as naming rights etc. pursued to ease the financial burden on ratepayers.

St James also a valuable asset but has been an on-going drain on city funds. A more commercially driven model, either with a business partner (as previously with Westpac naming rights) and/or a board administrative structure (as when it was run by the St James Theatre Trust) to ensure viability by strengthening its commercial nous and developing strong arts and entertainment industry connections.

However, these venues and the fare they offer have often been of a more elite nature of marginal cultural benefit to wider community. They will continue to not be used by large proportion unless inclusive, equity-of-access initiatives are required of them (such as a certain number of free or low cost community events per year), with appropriate support behind them. This may be from the Additional support for the arts funding pool

We are happy to see support for more community focused attractions such as pools and libraries, but do wonder if the overall proportions are right. That said, we acknowledge the earthquake strengthening of the two main venues plays a big part in this imbalance, and was not by choice.

Additional support for the arts

We note that this is redirected funding from elsewhere. Our Association would like to strongly advocate for the concept of free public art, and would like to see this initiative used to draw visitors and residents to other parts of the city to stimulate those communities culturally and economically.

Te Whare H—_ra and the Arts and Culture fund

We believe these are funds with tangible benefits now for a modest investment and would support securing them on an ongoing basis.

Other priorities

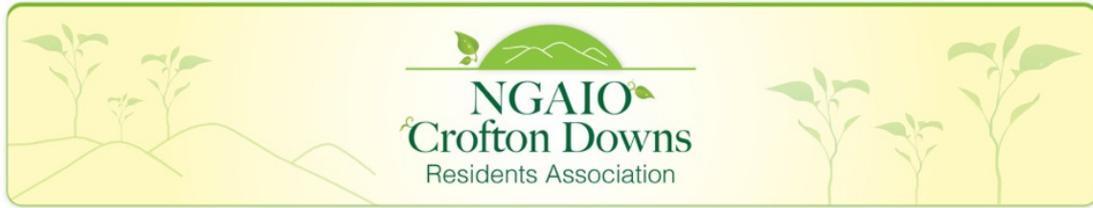
Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:



Submission on the WCC Long Term Plan from Ngaio Crofton Downs Residents Association

Contact person

John White (Chairperson)

13 Makererua Street, Ngaio 6035

Phone: 0274 365 264

Email: ngaiopa@gmail.com

Thank you for agreeing to accept this as a late submission. We look forward to making our oral submission.

Priority Area: Resilience and environment | Te Manahau me te taiao

Our Association notes that increased investment is proposed in water-related infrastructure, and we are strongly supportive of this. However, we would be concerned if this was to completely dominate spending over the next ten years at the expense of other important areas relating to resilience and environment. In particular, we note that resilience-related projects dominate proposed spending, with little for protecting and enhancing the natural environment.

We are disappointed that resilience is presented solely as an infrastructure issue. Equally important is building resilient communities whose response in an emergency focusses on “we all need to help other” rather than “every person for their selves”. Substantially greater funding for activities such as Neighbours Day events would help here. We strongly support finding and funding effective ways of building inclusive communities well motivated to see that no one is left behind in emergencies and disasters.

Our comments on the spending areas addressed in the consultation document are as follows:

Water infrastructure

We know that a major earthquake will occur in Wellington, if not in our lifetimes then in that of our not-so-distant descendants. Security of water supply will be a crucial determinant of how well we survive. While this adds significantly to our rates if savings elsewhere are not forthcoming, we agree that it is something we need to do.

Our Association rates water storage capacity and network improvement ahead of waste water and storm water projects as a priority because of a likely greater benefit to our survival prospects following a major disaster.

We support Option 1, but not necessarily to the full extent and expense outlined if resistance to increases in the total rates bill would lead to cut-backs in other vital areas. Option 2 (keep current levels of service) is not acceptable given the current state of and future demands on our water infrastructure.

Building accelerometers

This sounds sensible. We look forward to seeing further details on the proposal, including funding implications.

Resilience of the transport corridor

We address this below under Transport.

Strengthening Council buildings

We address this below under Arts and Culture.

Built Heritage Incentive Fund

We support the need to either repair or remove unreinforced masonry, particularly in well-frequented areas. Given pressure on funding we believe to “remove” rather than “repair” option needs to be given substantial consideration when removal is significantly cheaper in individual cases.

Water security of supply

We strongly believe the focus needs to be on reducing demand for water rather than increasing supply. We would support serious investigation of “user pays” options such as water meters. Lawns that stay green all year, for example, should be seen as a luxury that may be more costly to achieve with climate change, and not something all ratepayers should be paying for.

Waste management and minimisation

Given there are no additional costs for this work at this time we strongly support the proposed action.

Storm cleanup

We accept the climate change logic for additional funding here.

Predator Free Wellington and community-led trapping

We have ample evidence from the support for both Predator Free Crofton Downs and Predator Free Ngaio that residents in our suburbs are strongly focussed on predator control and eradication. We accept the logic of starting from the Miramar Peninsula to progressively achieve Predator Free Wellington by 2050, and we would hope earlier than that.

Nevertheless we would support substantially greater funding than \$89,000 per year for community-led projects which could involve activities beyond just trapping. We have many highly-motivated residents prepared to help. Not only can we help protect our native wildlife locally. We have found that working together on protecting wildlife brings people from different backgrounds and political views together and is an ideal way to help build more inclusive and resilient communities.

Addition of land in the Wellington Town Belt

We note that private land covered by regenerating native bush, some of it zoned residential, lies between Ngaio and the Town Belt. The land use consent for residential development lapsed in 2016. We request that Council look to ways for acquiring the private land not zoned residential in the event that a further land use consent is sought. This would bring the Town Belt to our doorstep, as well as protecting and improving access up to the Skyline Walkway.

Priority Area: Housing | Ngā Kāinga

Our Association found a lack of clarity in the consultation document about what exactly was social housing and what was affordable housing, including are target groups are for each. We hope this will be clearly stated in the Plan, both so that residents can clearly understand this and to guide future planners.

We think it important that a community cares for those who require help at any stage through their lives. Housing has a key role to play. We support increasing the level of expenditure on social and affordable housing. Our Association therefore supports Option 1.

However it is provided, Wellington needs a much higher proportion of housing accessible for disabled residents. Lack of such housing can mean people moving into aged care facilities when they should not need to.

We note that SHAs are proposed that will possibly entail a streamlined resource consenting path and several incentives. While we applaud finding ways of speeding up the consent process, this must not be to the detriment of protecting the environment, existing residents' rights, and the character of our city and suburbs. Streamlining of resource consent processes must be carried out very carefully and with community consultation. Incentives need to be clearly designed to assist those who will use the housing.

From the exposure that some of our members have had with WCC's resource consent process, it appears that existing residents' rights are not accorded high priority relative to developers interests and WCC's interest in driving growth. Housing developments, particularly those with Council investment, must value community input and communicate openly through all resource consenting processes. It is the community's own character, infrastructure, and day to day living that will be impacted by significant housing

developments, therefore existing residents' opinions deserve to be heard and carefully considered.

Priority Area: Transport | Ngā Waka Haere

There is insufficient Park and Ride capacity at all three stations in our suburbs, and very limited scope to increase this. As well we are experiencing and will continue to experience increasing local congestion, both from the new housing in our suburbs and increased through traffic along Churchill Drive/Waikowhai St / Ottawa Rd, Perth St/Cockayne Rd and via the Ngaio Gorge.

Our Association is aware there are no easy solutions. But we also know that the number of our residents who cycle is increasing. Given the substantial uphill climb home to our suburbs from the CBD, and home from stations and shops to many of our streets, as e-bikes become more popular there is great potential for many more people to consider cycling as an option.

Anything that encourages greater use of cycling will help slow the increase in local congestion and lack of parking. We therefore support delivery of the Cycling Master Plan at an earlier rather than later date. We also would support any other initiatives to encourage more people out of cars and onto bikes.

We also support initiatives that will increase use of public transport from our suburbs. Improving the capacity of bus services and the number and quality of bus shelters is important for us.

Also important is making walking access to railway stations feel safer for those travelling by train after dark. Better lighting and clearer access not hidden by trees is needed to make residents more willing to use trains at night. This is particularly important for older residents who may not drive.

Priority Area: Sustainable growth | Te Kauneke Tauwhiro

We comment on three issues relating to sustainable growth.

Sustainable growth and people with disabilities

Our Association is strongly committed to inclusiveness for all groups within our community.

The vision is for Wellington to grow and be sustainable as 'an **inclusive** place where talent wants to live'. There is a need to understand what Council means by 'inclusive' particularly for its Deaf and disabled citizens. The draft Long Term Plan does not reflect or recognise Deaf or disabled people. It does recognise other groups within the community.

Sustainable Growth planning within Wellington City Council needs to recognise that sustainable development **MUST** take into account the UN Sustainable Development Goals (SDGs) as they include the expectations of the Convention on the Rights of Persons with Disabilities which New Zealand committed to in 2007. Council's business as usual approach needs to adopt a culture of inclusiveness for Deaf and disabled people.

Council cannot become a sustainable city going into the future if it does not take into adopt initiatives to promote equality of opportunity and non-discrimination of persons with

disabilities. This includes access and inclusion while also taking action to ensure disabled Wellingtonians have the right to live independently and the ability to participate in all aspects of life including times of risk and emergencies.

Council needs to collect data to measure the wellbeing of Deaf and disabled citizens, beginning with the development of baseline data.

Initiatives must be developed follow codesign principles and by welcoming leadership from disabled people and their organisations while maintaining a focus on reducing inequalities.

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The Movie Museum and Convention Centre

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We also regard inter-city rivalry to attract conventions within New Zealand as undesirable nationally, and probably bad news for some existing or planned convention centres, which could include Wellington.

Streamlined consenting

We note that Council is planning to make “consenting and compliance functions faster, easier, safer and more sustainable”. We expect to advocate strongly when the time comes that “streamlined” must not mean a reduction in community input. It is very important to us that input into planning processes becomes more available, easier and safer for our residents.

Priority Area: Arts and culture | Ngā Toi me te Ahurea

We note the arts and culture expenditure, when looking at the wider initiatives in scope, is very much focused on “big ticket” infrastructure; namely the Town Hall redevelopment, Movie Museum, and indoor arena, which between them account for \$306.3m of additional borrowing.

Strengthening cultural facilities

We commend work done to partner with Victoria University of Wellington and the NZSO to get this much needed work on an important heritage building under way. We would like to see commercial options such as naming rights etc. pursued to ease the financial burden on ratepayers.

St James also a valuable asset but has been an on-going drain on city funds. A more commercially driven model, either with a business partner (as previously with Westpac naming rights) and/or a board administrative structure (as when it was run by the St James Theatre Trust) to ensure viability by strengthening its commercial nous and developing strong arts and entertainment industry connections.

However, these venues and the fare they offer have often been of a more elite nature of marginal cultural benefit to wider community. They will continue to not be used by large proportion unless inclusive, equity-of-access initiatives are required of them (such as a certain number of free or low cost community events per year), with appropriate support behind them. This may be from the *Additional support for the arts* funding pool

We are happy to see support for more community focused attractions such as pools and libraries, but do wonder if the overall proportions are right. That said, we acknowledge the earthquake strengthening of the two main venues plays a big part in this imbalance, and was not by choice.

Additional support for the arts

We note that this is redirected funding from elsewhere. Our Association would like to strongly advocate for the concept of free public art, and would like to see this initiative used to draw visitors and residents to other parts of the city to stimulate those communities culturally and economically.

Te Whare Hēra and the Arts and Culture fund

We believe these are funds with tangible benefits now for a modest investment and would support securing them on an ongoing basis.

Movie Museum and indoor arena

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As characterised by independent economist Geoff Simmons, these fall into the “nice to have” category. Has cost-benefit analysis been done across the entire network of arts/entertainment venues in the city? The reality may be that to get some of these new projects some rationalisation may be required. For example, the St James and Opera House are very similarly sized venues (1,200-1,400 seats) close to each other . We would question whether the city need both and along with the 2,000 seat venue proposed as part of the Movie Museum and conference centre.

The slowness of the Movie Museum project is also concerning. From what the public sees the goal posts keep moving. If the city genuinely believes it is needed, we need to see some progress or more and more costs will be incurred with increasing risk over time of nothing to show for it.

With regard to the indoor arena, the Council needs to be working closely with the existing network of major concert promoters already operating in New Zealand to justify this investment. We need to have a realistic expectation that international acts currently skipping Wellington when coming to New Zealand, not just operating on a premise of “if we

build it, they will come". The Council need to work with and listen to promoters to make Wellington attractive and competitive, e.g. not locking in to sub-contractors in areas like ticketing, security, catering.

The Council also needs to work with WREDA and with, not in competition with, other councils, collaborating rather than competing to get international acts to New Zealand. That said, ideally Council's focus should be also need to provide a welcoming environment as a catalyst and logistical partner for a wide range of national and international acts, but wherever possible let others (promoters, investors) take the financial risk.

Additional budget item: Turf renovation at Cummings Park

We had been advised by Open Space and Parks Manager Myfanwy Emeny to ask that provision be made to repair the turf in the Dog Exercise Area at Cummings Park. The area was inspected recently by Myfanwy and by Matt Beres (Mowing Team Manager) who agreed that turf renovation was required to make it suitable for wider community use, such as for picnics, in the event that it is no longer required for off-leash exercising of dogs. Council has received a quotation of \$21,390 plus GST for this work.

The funding will only be required if Council decides, following community consultation currently being conducted by our Association, that the area is no longer required for exercising off-leash dogs. If the community decides the area should be closed as a Dog Exercise Area, and Council agrees, this will be a strong signal that our community places a lot of importance on bringing the turf up to a standard to make it suitable for other uses.

We therefore request that funding provision be made for this work.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Cooke	Mount Cook	Mt Cook Mobilised	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Support
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Support
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered

Do you have any other comments?

Resilience Infrastructure - Major Roadworks Projects (Wellington Water)

By the end of 2018, and for at least the next 4 years, Mt Cook will be hit by major construction and roadworks. The area around Wallace Street, Hargreaves Street and Rolleston Street will be most impacted. The works are the new reservoir pipeline (12 - 15 months), the Housing New Zealand redevelopment of its site between Hargreaves Street and Rolleston Street (which will demolish and re-build what is currently 54 units on a large site), and the 35,000m³ new Prince of Wales Om—Åraro Reservoir. A replacement Bell Road reservoir will also be constructed during this time, which will impact on Brooklyn Road, Bell Road and the top of Bidwill Street.

These are all major projects. Wallace Street is already very congested much of the time and will be single-lane in parts as the reservoir pipeline is laid.

During the reservoir construction some provision has been made for replacement temporary car parking for Rolleston Street residents.

During the pipeline work, Wallace Street and Hargreaves Street will lose 8 - 10 car parks as the pipeline work is completed in 50m sections over 12 - 15 months.

Given the level of upheaval and inconvenience that will be experienced by the Mt Cook community, we would like to request that the Wallace Street Pipeline team negotiate 10 additional temporary car parks that can be utilised during this work, as each section of the road is impacted. A suggestion was made at the public meeting that the designation of the upper Prince of Wales field be brought forward to allow for some temporary parking there. Other options were suggested.

Mt Cook Mobilised is happy to work with the Project Community Liaison person to make this work, once the temporary car parking has been identified. The provision of temporary car parks will be appreciated and will, in part, relieve the stress which we anticipate residents will suffer over this prolonged period.

Built Heritage Fund

We would like to see the Built Heritage Fund maintained at its current level. Our heritage housing stock contributes to the city's charm and visitor appeal. The cost of earthquake strengthening puts a high toll on building owners. We would like to see this fund kept at its current level to assist heritage building owners to protect our heritage.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Affordable Housing

We are not in favour of losing any of the social housing estate. If special conditions are required to enable the "affordable" housing component to be satisfied, they must include a mechanism that allows the land to be retained. In the past we have seen the way that state houses were sold to tenants, then quickly made their way onto the open market to be onsold at market prices.

We are aware that siting social housing close to the city is advantageous to tenants, and saves on transport costs. The land that the city already owns that is designated for social housing close to the city is some of the most valuable real estate in the city. If this land leaves the social housing estate there will never be an opportunity for the city to buy it back. In the future, this land will be even more vital for social housing, it makes sense to keep it in Council ownership.

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Arterial Routes

Bidwill Street is a steep residential street that has become the short-cut from western to eastern suburbs, to the Wellington Regional Hospital and the airport. Bidwill Street is both steep and narrow, resulting in considerable congestion where it reduces to a single lane.

We would like to see a redesign of the Webb Street / Victoria Street / Willis Street intersections to encourage traffic off Bidwill Street. The current “alternative” route involves eight sets of traffic lights, with vehicles sent on a one-way tiki tour into Te Aro before they can turn east and south again to head to their destinations. Another alternative would be to make Bidwill Street one-way.

Wright Street is fast becoming a cut-through to head off traffic on Wallace Street. It is a residential street, not a short-cut route.

Tasman Street is becoming another well-used short-cut to the south. Tasman Street was a very quiet street with heritage housing stock.

Sustainable growth summary

Planning for growth

Support

Movie Museum and Convention Centre

Not answered

Kiwi Point Quarry life extension

Not answered

Wellington Zoo upgrades

Not answered

Do you have any other comments?

District Plan Review & Streamlined Consenting

We support the proposed review of the District Plan, but not to the exclusion of green spaces within residential areas. Access to green space has multiple health benefits for people and pets.

We are in favour of continued protection of heritage areas, as exist in Mt Cook, Mt Victoria, Newtown and Thorndon. These areas add to the character of our neighbourhoods.

We support streamlining the consenting process, with affected neighbours continuing to be included in the consenting process.

Arts and culture summary

Strengthening cultural facilities

Not answered

Additional support for the arts

Not answered

Investment in the arts

Not answered

Do you have any other comments?

The Great War Exhibition

The Great War Exhibition in the Dominion Museum building is an adjunct to Pukeahu National War Memorial Park. It adds to the visitor experience. We would like Council to consider enabling this museum experience to continue as it adds to the poignancy of a visit to Pukeahu with its memorial sculptures. We prefer to support this existing attraction over the proposed new Movie Museum.

Regarding the Dominion Museum building in general, it was never designed or suited for being a University building. Mt Cook Mobilised would like to suggest that Wellington City Council consider contributing to

funding along with Government toward the repurchase of the Dominion Museum for the purpose of exhibiting more of Te Papa's collections.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

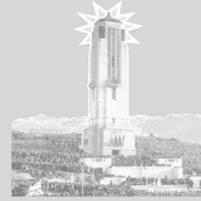
Other comments

Would you like to make any further comments to support your overall submission?

Comments:

MT COOK! MOBILISED

MT COOK MOBILISED
Box 9724 Wtn 6141
mtcookmobilised@gmail.com



15 May 2018

This submission has been prepared on behalf of Mt Cook Mobilised, a group which represents residents of Mt Cook. Mt Cook Mobilised formed in 2007, and is affiliated to the Newtown Residents Association (incorporated in 1963).

Mt Cook is a diverse suburb located between Te Aro and Newtown. Mt Cook is home to Massey University's Wellington Campus, Wellington High School, and borders the Basin Reserve. Mt Cook School is the local primary, and the suburb has connections to the schools that surround the Basin. The Wellington Regional Hospital and Te Whaea - the New Zealand Dance School and Toi Whakaari - at the northern end of Newtown are readily accessed from Mt Cook. In 2015 Pukeahu National War Memorial Park opened on Buckle Street, Mt Cook. The population of Mt Cook includes a strong social housing presence and numerous students. In the last ten years apartment blocks have become more prominent in Mt Cook. Much of the housing stock is wooden houses, including pre-1900 and early twentieth century styles – this is not surprisingly as Mt Cook is one of the city's oldest suburbs. The residents of Mt Cook are proud to be well represented amongst the city's walking and cycling commuters.

Thank you for the opportunity to comment on the Wellington City Council's Draft 10 Year Plan – Tō Mātou Mahere Ngahuru Tau.

RESILIENCE AND ENVIRONMENT – Te Manahau me te taiao

Predator Free Wellington

We support the additional funding for community trapping.

Resilience Infrastructure – Major Roadworks Projects (Wellington Water)

By the end of 2018, and for at least the next 4 years, Mt Cook will be hit by major construction and roadworks. The area around Wallace Street, Hargreaves Street and Rolleston Street will be most impacted. The works are the new reservoir pipeline (12 – 15 months), the Housing New Zealand redevelopment of its site between Hargreaves Street and Rolleston Street (which will demolish and re-build what is currently 54 units on a large site), and the 35,000m³ new Prince of Wales Omāroro Reservoir. A replacement Bell Road reservoir will also be constructed during this time, which will impact on Brooklyn Road, Bell Road and the top of Bidwill Street.

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HOUSING – Ngā Kāinga

Affordable Housing

We are not in favour of losing any of the social housing estate. If special conditions are required to enable the “affordable” housing component to be satisfied, they must include a mechanism that allows the land to be retained. In the past we have seen the way that state houses were sold to tenants, then quickly made their way onto the open market to be onsold at market prices.

We are aware that siting social housing close to the city is advantageous to tenants, and saves on transport costs. The land that the city already owns that is designated for social housing close to the city is some of the most valuable real estate in the city. If this land leaves the social housing estate there will never be an opportunity for the city to buy it back. In the future, this land will be even more vital for social housing, it makes sense to keep it in Council ownership.

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TRANSPORT – Ngā Waka Haere

Arterial Routes

Bidwill Street is a steep residential street that has become the short-cut from western to eastern suburbs, to the Wellington Regional Hospital and the airport. Bidwill Street is both steep and narrow, resulting in considerable congestion where it reduces to a single lane.

We would like to see a redesign of the Webb Street / Victoria Street / Willis Street intersections to encourage traffic off Bidwill Street. The current ‘alternative’ route involves eight sets of traffic lights, with vehicles sent on a one-way tiki tour into Te Aro before they can turn east and south again to head to their destinations. Another alternative would be to make Bidwill Street one-way.

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Tasman Street is becoming another well-used short-cut to the south. Tasman Street was a very quiet street with heritage housing stock.

SUSTAINABLE GROWTH – Te Kauneke Tauwhiro

District Plan Review & Streamlined Consenting

We support the proposed review of the District Plan, but not to the exclusion of green spaces within residential areas. Access to green space has multiple health benefits for people and pets.

We are in favour of continued protection of heritage areas, as exist in Mt Cook, Mt Victoria, Newtown and Thorndon. These areas add to the character of our neighbourhoods.

We support streamlining the consenting process, with affected neighbours continuing to be included in the consenting process.

ARTS AND CULTURE – Ngā Toi me te Ahurea

The Great War Exhibition

The Great War Exhibition in the Dominion Museum building is an adjunct to Pukeahu National War Memorial Park. It adds to the visitor experience. We would like Council to consider enabling this museum experience to continue as it adds to the poignancy of a visit to Pukeahu with its memorial sculptures. We prefer to support this existing attraction over the proposed new Movie Museum.

Regarding the Dominion Museum building in general, it was never designed or suited for being a University building. Mt Cook Mobilised would like to suggest that Wellington City Council consider contributing to funding along with Government toward the repurchase of the Dominion Museum for the purpose of exhibiting more of Te Papa's collections.

Thank you for the opportunity to comment on the 10 Year Plan. We would be pleased to speak to this submission.

Peter Cooke
Mt Cook Mobilised Spokesperson

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Liz Springford		OraTaiao: The New Zealand Climate and Health Council	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Strongly support
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

OraTaiao strongly supports waste minimisation as an important means to reach nearly net zero climate-damaging emissions during the term of this LTP. We encourage WCC to set annual milestones and a much more ambitious target than reducing waste by a third over the next 9 years.

We also strongly support climate adaptation measures, and urge WCC to allocate more funding over time, as the costs of both climate clean-ups and insurance cover are likely to rise. How much more debt to take on should be tempered by rising climate clean-up costs - and what is needed to drive Wellington's climate-damaging emissions to net zero in 2030s fairly and fast.

We note with the proposed creation of the world's first predator-free capital, that human changes to our climate present an even greater threat to biodiversity, as our continued climate damage changes environmental conditions faster than the natural ability to change and adapt. Until our city's emissions are net zero, arguably humans are Wellington's most dangerous predator.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
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Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Strongly support
Te Whare Oki Oki	Not answered
Do you have any other comments?	
<p>OraTaiao strongly supports WCC rapidly increasing the supply of healthy housing that is affordable to buy, rent and live in, especially social housing. This contributes to at least three of the UN SDGs.</p> <p>Healthy housing must also be affordable to live in as the costs of climate-damaging emissions rise - this includes housing that requires minimal or no energy to heat or cool, connects with safe walking, cycling and affordable reliable electric public transport, supported by EVs for affordable hourly hire within easy reach. However, resource consents should not be given for building or renovating in areas at significant risk from sea level rises, flooding and slips.</p> <p>We strongly support the introduction of a Wellington Rental Warrant of Fitness, working in partnership with the University of Otago to ensure healthy housing is the right of all Wellingtonians. When housing is in short supply, people renting are forced to tolerate unacceptable unhealthy living conditions.</p>	

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered
Do you have any other comments?	
<p>OraTaiao strongly supports:</p> <ul style="list-style-type: none"> - Earlier delivery of the Cycling Master Plan, preferably by 2020 (not 2038 and certainly not 2053). Wellingtonians urgently need all age, all ability, safe cycling routes around our city, so that "the healthy choices are the easy choices" (public health mantra) for everyone. Anything less carries a huge health cost - both in the short and longer climate health term. - Introduction of weekend parking fees to discourage private car use, plus lower cost public transport access for community services card holders - Transport-related initiatives such as safer speed limits, bus priority improvements and better bus shelters. We note though resilience-related roading projects will be increasingly important to deal with increasing climate changes, the top priority must be risk reduction - using this LTP to fast-drive Wellington's transport emissions to almost zero by 2028. <p>OraTaiao strongly supports better active and public transport initiatives from Let's Get Welly Moving (refer our LGWM submission - including scaling up LGWM active and public transport). However, we have serious concerns about the LGWM process, the failure to include or even acknowledge WCC's Low Carbon Plan emissions reductions targets, the failure to apply the Low Carbon Plan's sustainable transport hierarchy (p.20), the failure to take public feedback seriously in analysing scenarios, and the illogical scaling up of active and public transport options with increased roading in the proposed scenarios. The double-spend on roading, which is destabilising our climate to the detriment of human health and our city's economy, has to</p>	

end. The cheapest and most efficient way to decongest roading is investing in better active and public transport options, plus travel demand measures - without any new roading spending.

So here are the transport step-changes our city needs now:

- o complete a comprehensive network of safe, attractive pedestrian and cycling routes for all ages and abilities across our region by 2020 (separate from motorised traffic where possible, lower vehicle speed limits and traffic calming measures where it is not).
- o start work this year on all-electric light rail from trains to planes along the people-dense route connecting the railway station, hospital, zoo, Kilbirnie, Miramar and airport.
- o convert all buses to electric as soon as possible before 2020.
- o introduce travel demand measures (plus more equitable access) to reduce one-occupant car-driving, reduce congestion, unhealthy air pollution and climate-hostile GHG emissions.
- o encourage measures to reduce overall transport needs by increasing urban densification and brown-field rather than green-field new housing developments.
- o Increase fivefold electric car-share vehicles for hire as public good transport for affordable hourly hire in 2018 (hundreds of car-share vehicles replace thousands of private cars - so our city's scarce land houses more people, not cars), and grow EVs for all private use
- o set a bold target of 80% of the region's residents by 2020 (spread across all ages, genders & abilities) can get their healthy physical activity from more active transport choices.
- o prioritise safe, healthy active transport and public transport in areas with high M—Åori and Pacific populations, which are designed in partnership with these communities.
- o use focus groups and structured individual interviews, to identify both barriers and incentives for greater active transport, public transport and car share uptake (covering diverse socioeconomic situations, culture, locations, household structure, age, stage, gender, responsibilities/activities, and physical abilities/disabilities).
- o advocate for the completion of the electrification of all the heavy rail links to Wellington including the North Island Main trunk line, electrification of the freight truck fleet and coastal shipping to move freight.

We note that:

- o Around half of NZ adults do not get the weekly physical exercise needed for good health
- o More public transport and car share use can also increase physical activity and health
- o Active and public transport investment (including car share) actively decongests our roads
- o E-bikes are revolutionary in our city, flattening hills and conquering the wind
- o Transport design can minimise distances, encouraging urban development in resilient areas
- o Equity of transport access for all ages, abilities and socioeconomic situations, is essential.

Sustainable growth summary

Planning for growth	Strongly support
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered
Do you have any other comments?	

OraTaiao strongly supports planning for population growth by adopting and reaching the UN Sustainable Development Goals. We have scarce land resources and even scarcer atmospheric resources, and the growing gaps between Wellingtonians' wellbeing must be reversed.

We strongly support urgently reviewing the District Plan and Urban Growth Plan, for a fast fair transition to net zero Wellington. Healthy housing must be affordable to buy and rent, and affordable to live in as the costs of climate-damaging emissions rise - this includes housing that requires minimal or no energy to heat or cool, connects with safe walking, cycling and affordable reliable electric public transport, supported by EVs for affordable hourly hire within easy reach. These plans must also start the retreat of buildings from areas at risk from sea level rises, flooding and slips. Resource consents should not be given for building or renovating in at risk areas.

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered
Do you have any other comments?	
OraTaiao has no comments to make on this LTP priority area, except to repeat that likely climate changes and the social cost of carbon must be included in all WCC analysis, including projects that rely on increased travel, especially high-impact international travel. Currently, the social cost of carbon is conservatively predicted to be NZ\$88 per tonne by 2020 rising to NZ\$176 by 2050 , so until international travel relies on renewable energy, global pressure can be expected to reduce this travel. A recent analysis in Nature has estimated tourism as now responsible for 8% of global emissions, and rising	

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?
Comments:

Other comments

Would you like to make any further comments to support your overall submission?
Comments:

15 May 2018

WELLINGTON CITY COUNCIL LONG TERM PLAN (WCC LTP) 2018-2028

OraTaiao: The New Zealand Climate and Health Council is submitting in response to Wellington City Council (WCC)'s Long Term Plan 2018-2028 public consultation¹.

Our 5 main messages are:

1. Adopt the **UN Sustainable Development Goals (SDGs)**² as **WCC's framework** for long-term planning (including **closing the growing wealth gap** in this city)
2. Apply WREMO's #1 resilience priority: **RISK REDUCTION**. This LTP must rapidly reduce climate risk by getting **our city's climate-damaging emissions on track to net zero well before 2050**
3. Integrate **strong climate action across all 5 WCC priority areas** – and take **strong climate control of Let's Get Welly Moving** (LGWM) transport planning
4. Stop **high-emissions** infrastructure investment – especially airport runway extension
5. Urgently update WCC's Low Carbon Plan 2016-2018 this year:
 - set strong targets towards **net zero capital city well before 2050 to limit warming to 2°C, and pursue efforts towards 1.5°C net zero in 2030s**
 - **report on our city's latest emissions progress (last report data 2014/15)**
 - monitor international aviation and shipping emissions risk
 - include realistic emissions costs in all WCC analysis

Climate context for Wellington city:

- New Zealand has signed up to meeting the 17 interlinked UN Sustainable Development Goals (Fig. 1). The vision is sustainable development for better wellbeing and equity. Each goal has a set of targets; needing central and local government, institutional, community and business action.
- It is time for WCC to identify actions our capital city can take (including in partnership with others) and make sustainable development the focus of this long term plan.
- As well as limiting global warming well below 2°C³, NZ has also committed to: *"pursue efforts to limit the (global average) temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change"*.

¹ <http://10yearplan.wellington.govt.nz/>
<http://10yearplan.wellington.govt.nz/assets/Uploads/40dc2ee660/FINAL-MASTER-consultation-document.pdf>

² <https://www.un.org/sustainabledevelopment/>

- NZ has a special responsibility to the Pacific as citizens, family and neighbours, where warming beyond 1.5°C will render homelands uninhabitable.
- Limiting warming to 1.5°C currently requires global zero net emissions “*well before 2040*”⁴ – and developed countries like NZ are expected to reduce emissions sooner.

What this means for WCC’s 5 priority areas:

Firstly, any long term plan that ignores climate change is **not** a long term plan.

Arguably, the greatest challenge this city faces is global climate change. As per WREMO’s new risk approach, **risk reduction** is top priority. That means mitigation (rapid reduction of climate-damaging emissions) is top priority for resilience. Rising climate adaptation costs (including infrastructure replacement and insurance) adds urgency to mitigation investment.

WCC already has agreed on the Low Carbon Plan 2016-2018, which requires 10% emissions reductions city-wide (on 2001 levels) by 2020, then other target reductions through to 80% by 2050. But city emissions have not been measured since early 2016 when these decreased by 1.9% from 2001 to 2014⁵. This means our city emissions need to drop by at least a further 8% from 2014 to reach WCC’s agreed 2020 target, then by a further 30% to 2030, to 80% below 2001 levels by 2050.

WCC’s Low Carbon Plan targets are insufficient to reach NZ’s overall 2°C net zero by 2050 target (let alone efforts towards 1.5°C which mean net zero in 2030s). Yet there is no planning in this draft LTP to reach even the modest WCC Low Carbon Plan targets.

WCC’s Low Carbon Plan targets are invisible in both the LTP consultation document, and in last year’s Let’s Get Welly Moving consultation - despite transport driving half of Wellington’s emissions.

Proposed so-called “economic catalyst projects” – the airport runway extension, movie museum, convention centre and indoor arena – omit any analysis of climate damage. Currently, the social cost of carbon is conservatively predicted to be NZ\$88 per tonne by 2020 rising to NZ\$176 by 2050⁶, so these costs must be included in all WCC analysis. This includes analysis for projects that rely on increased travel, especially high-impact international travel.

1. Resilience and Environment/ Te manahua me te taiao

OraTaiao strongly supports waste minimisation as an important means to reach nearly net zero climate-damaging emissions during the term of this LTP. We encourage WCC to set annual milestones and a much more ambitious target than reducing waste by a third over the next 9 years.

³ United Nations Framework Convention on Climate Change. Adoption of the Paris agreement (Conference of Parties 21), 2015. <https://unfccc.int/resource/docs/2015/cop21/eng/l09.pdf>

⁴ Walsh B, Ciais P, Janssens IA, Peñuelas J, et al. Pathways for balancing CO₂ emissions and sinks. Nat Commun. 2017;8:14856. <https://www.nature.com/articles/ncomms14856>. See also <https://insideclimatenews.org/news/13042017/paris-climate-agreement-greenhouse-gas-emissions-global-warming>

⁵ Community Greenhouse Gas Inventory for Wellington City and the Greater Wellington Region 2000-2015. <http://www.gw.govt.nz/assets/Climate-change/CommunityGHGInventoryWlgnCityRegion2016.pdf>

⁶ Mid-range social costs of carbon in 2017 dollars. Source: Chapman R, Preval N, Howden-Chapman P. How economic analysis can contribute to understanding the links between housing and health. Int J Environ Res Public Health. 2017;14(9).pii:E996. <http://www.mdpi.com/1660-4601/14/9/996/htm> 2. Methods.

We also strongly support climate adaptation measures, and urge WCC to allocate more funding over time, as the costs of both climate clean-ups and insurance cover are likely to rise. How much more debt to take on should be tempered by rising climate clean-up costs – and what is needed to drive Wellington’s climate-damaging emissions to net zero in 2030s fairly and fast.

We note with the proposed creation of the world’s first predator-free capital, that human changes to our climate present an even greater threat to biodiversity, as our continued climate damage changes environmental conditions faster than the natural ability to change and adapt. Until our city’s emissions are net zero, arguably humans are Wellington’s most dangerous predator.

2. Housing/ Ngā kāinga

OraTaiao strongly supports WCC rapidly increasing the supply of healthy housing that is affordable to buy, rent and live in, especially social housing. This contributes to at least three of the UN SDGs.

Healthy housing must also be affordable to live in as the costs of climate-damaging emissions rise – this includes housing that requires minimal or no energy to heat or cool, connects with safe walking, cycling and affordable reliable electric public transport, supported by EVs for affordable hourly hire within easy reach. However, resource consents should not be given for building or renovating in areas at significant risk from sea level rises, flooding and slips.

We strongly support the introduction of a Wellington Rental Warrant of Fitness, working in partnership with the University of Otago to ensure healthy housing is the right of all Wellingtonians. When housing is in short supply, people renting are forced to tolerate unacceptable unhealthy living conditions.

3. Transport/ Ngā waka haere

OraTaiao strongly supports:

- **Earlier delivery of the Cycling Master Plan, preferably by 2020** (not 2038 and certainly not 2053). Wellingtonians urgently need all age, all ability, safe cycling routes around our city, so that “the healthy choices are the easy choices” (public health mantra) for everyone. Anything less carries a huge health cost – both in the short and longer climate health term.
- **Introduction of weekend parking fees** to discourage private car use, plus lower cost public transport access for community services card holders
- **Transport-related initiatives** such as safer speed limits, bus priority improvements and better bus shelters. We note though resilience-related roading projects will be increasingly important to deal with increasing climate changes, **the top priority must be risk reduction – using this LTP to fast-drive Wellington’s transport emissions to almost zero by 2028.**

OraTaiao strongly supports better active and public transport initiatives from Let’s Get Welly Moving (refer our LGWM submission – including scaling up LGWM active and public transport). However, we have serious concerns about the LGWM process, the failure to include or even acknowledge WCC’s Low Carbon Plan emissions reductions targets, the failure to apply the Low Carbon Plan’s sustainable transport hierarchy⁷ (p.20), the failure to take public feedback seriously in analysing scenarios, and the illogical scaling up of active and public transport options with increased roading in the proposed scenarios. The double-spend on roading, which is destabilising our climate to the detriment of human health and our city’s economy, has to end. The cheapest and most efficient way to decongest

⁷ Wellington City Council. Low carbon capital: a climate change action plan for Wellington 2016–2018. 2016. <https://wellington.govt.nz/~media/services/environment-and-waste/environment/files/low-carbon-capital-plan-2016-2018.pdf> p.20

roading is investing in better active and public transport options, plus travel demand measures – without any new roading spending.

So here are the transport step-changes our city needs now:

- complete a **comprehensive network of safe, attractive pedestrian and cycling routes for all ages and abilities** across our region by 2020 (separate from motorised traffic where possible, lower vehicle speed limits and traffic calming measures where it is not).
- **start work this year on all-electric light rail from trains to planes** along the people-dense route connecting the railway station, hospital, zoo, Kilbirnie, Miramar and airport.
- convert **all buses to electric** as soon as possible before 2020.
- introduce **travel demand measures** (plus more equitable access) to reduce one-occupant car-driving, reduce congestion, unhealthy air pollution and climate-hostile GHG emissions.
- encourage measures to **reduce overall transport needs** by increasing urban densification and brown-field rather than green-field new housing developments.
- Increase fivefold **electric car-share vehicles for hire as public good transport** for affordable hourly hire in 2018 (hundreds of car-share vehicles replace thousands of private cars – so our city’s scarce land houses more people, not cars), and grow EVs for all private use
- set a bold target of 80% of the region’s residents by 2020 (spread across all ages, genders & abilities) can get their healthy physical activity from more active transport choices.
- prioritise safe, healthy active transport and public transport in areas with high Māori and Pacific populations, which are designed in partnership with these communities.
- use focus groups and structured individual interviews, to identify both barriers and incentives for greater active transport, public transport and car share uptake (covering diverse socioeconomic situations, culture, locations, household structure, age, stage, gender, responsibilities/activities, and physical abilities/disabilities).
- advocate for the completion of the **electrification of all the heavy rail links to Wellington** including the North Island Main trunk line, **electrification of the freight truck fleet** and **coastal shipping** to move freight.

We note that:

- Around half of NZ adults do not get the weekly physical exercise needed for good health⁸
- More public transport and car share use can also increase physical activity and health
- Active and public transport investment (including car share) actively decongests our roads
- E-bikes are revolutionary in our city, flattening hills and conquering the wind
- Transport design can minimise distances, encouraging urban development in resilient areas
- Equity of transport access for all ages, abilities and socioeconomic situations, is essential.

4. Sustainable Growth/ Te kaunake tauwhiro

OraTaiao strongly supports planning for population growth by adopting and reaching the UN Sustainable Development Goals. We have scarce land resources and even scarcer atmospheric resources, and the growing gaps between Wellingtonians’ wellbeing must be reversed.

We strongly support urgently reviewing the District Plan and Urban Growth Plan, for a fast fair transition to net zero Wellington. Healthy housing must be affordable to buy and rent, and affordable to live in as the costs of climate-damaging emissions rise – this includes housing that requires minimal or no energy to heat or cool, connects with safe walking, cycling and affordable reliable electric public transport, supported by EVs for affordable hourly hire within easy reach. These plans

⁸ New Zealand College of Public Health Medicine. NZCPHM Policy Statement on Physical Activity. Wellington: NZCPHM, 2014. https://www.nzcp hm.org.nz/media/81766/2014_11_28_physical_activity_and_health_policy_statement.pdf

must also start the retreat of buildings from areas at risk from sea level rises, flooding and slips. Resource consents should not be given for building or renovating in at risk areas.

5. Arts and Culture/ Ngā toi me te ahurea

OraTaiao has no comments to make on this LTP priority area, except to repeat that likely climate changes and the social cost of carbon must be included in all WCC analysis, including projects that rely on increased travel, especially high-impact international travel. Currently, the social cost of carbon is conservatively predicted to be NZ\$88 per tonne by 2020 rising to NZ\$176 by 2050⁹, so until international travel relies on renewable energy, global pressure can be expected to reduce this travel. A recent analysis in *Nature* has estimated tourism as now responsible for 8% of global emissions, and rising¹⁰.

Thank you for the opportunity for OraTaiao to make this written submission on WCC's 2018-2028 Long Term Plan. We wish to present our ideas and speak with the Council to support our submission.

Yours sincerely

Dr Alex Macmillan, MB ChB, MPH (Hons), PhD, FNZCPHM, Public Health Physician/Senior Lecturer, University of Otago;
Co-convenor, OraTaiao: The New Zealand Climate and Health Council

Liz Springford, BA, MPP (merit), Policy Analyst, Wellington;
Executive Board Member, OraTaiao: The New Zealand Climate and Health Council

Dr R Scott Metcalfe, MB ChB, DComH, FAFPHM (RACP), FNZCPHM, Public Health Physician /Chief Advisor, Wellington;
Executive Board Member, OraTaiao: The New Zealand Climate and Health Council

Mr Russell Tregonning, MB ChB, FRACS, FNZOA, Orthopaedic Surgeon, Wellington;
Executive Board Member, OraTaiao: The New Zealand Climate and Health Council

for OraTaiao: The New Zealand Climate and Health Climate Council
www.orataiao.org.nz

Primary contact point:

Liz Springford phone 021 0617 638, email: liz.springford@gmail.com
c/- 16 Chatham Street, Berhampore, Wellington 6023

⁹ Mid-range social costs of carbon in 2017 dollars. Source: Chapman R, Preval N, Howden-Chapman P. How economic analysis can contribute to understanding the links between housing and health. *Int J Environ Res Public Health*. 2017;14(9).pii:E996.
<http://www.mdpi.com/1660-4601/14/9/996/htm> 2. Methods.

¹⁰ <https://www.nature.com/articles/s41558-018-0141-x>

About OraTaiao:

- [OraTaiao: The New Zealand Climate and Health Council](#) calls for urgent and fair climate action – for real health gains right now, and to safeguard a fair healthy future for NZers.
- OraTaiao is a not-for-profit, non-partisan, incorporated health professional society, with a growing 600-strong membership and support base of doctors, nurses, midwives, students and academics (including all NZ's leading international climate health experts).
- We are well supported by the wider NZ health sector (see NZ health professionals' [Call for Action on Climate Change and Health](#)), and by the global climate health movement (including founding organisational member of the [Global Climate and Health Alliance](#)).



Figure 1 UN Sustainable Development Goals

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Nimmo		Individual	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Fiona Lewis

From: Richard Nimmo <richard.b.nimmo@gmail.com>
Sent: Tuesday, 15 May 2018 11:55 p.m.
To: Info at WCC; BUS: Long Term Plan; Richard Nimmo
Subject: Submission on the Long term plan

This is a submission on the Long term plan.

I strongly oppose:

The Council paying \$10 million for infrastructure for the Shelly Bay Development.

The Council paying one cent more than the capped amount of \$10Million dollars.

The Council paying for infrastructure for the Peninsula, at least not until the Council is open and transparent about what this is for, specifically, is this infrastructure only for Shelly Bay or is there a wider plan yet that we do not have details of? Please Councillors, ask questions and represent the community.

\$10 Million for infrastructure for Shelly Bay .

The Council is paying costs that the Developer should have to pay and it is a direct subsidy of ratepayers to the Developer.

I do not think any other developers in Wellington have ever received such a great deal. The Council capped its contribution to \$10 million, I still think that it is not right and that Councillors should vote NO to the \$10 million for Shelly Bay and make the Developer pay its own way.

Paying more than the cap.

The cap did not last long! The amount that ratepayers will pay has increased already. The draft plan gives the developer another \$2.2 million *"to facilitate the development at Shelly Bay, an upgrade to the transport network from the Miramar Cutting through to Shelly Bay is required. Our contribution toward uplifting the existing road is \$2.2 million in year 4 of the plan."*

If the \$2.2 million is included in the capped \$10 million then please clarify the plan, but if I am right... you are going over the cap. Councillors, how has this got past you? Why is this not transparent? How has this happened?

The report for 27th September 2017 said that the cost of upgrading Shelly Bay Road was included the \$20 million (that was being met 50:50).

Specifically, it is proposed that Council fund \$3.35 million in public realm works (50% of the total estimated cost of \$6.7 million) for the development, comprising a village green, the road relocated behind the green enhancing better public access to the water's edge, two waterfront "point parks" located at each end of the development, and other street scape works within the development area (all to remain in Council ownership).

It is proposed that Council fund \$6.5 million in infrastructure works (50% of the total estimated cost of \$13 million) made up primarily of upgrades to Shelly Bay Road and the Miramar Avenue intersection, water supply, storm water and waste water upgrades. The residual 50% of public realm and infrastructure costs would be met by Shelly Bay Limited.

The report said that \$1.21 million was included in the \$20 million for the 'base case' (which is the 6 metre wide carriageway and 1.5 m wide crushed lime path, that would not be appropriate for cycling).

Is the Council paying for the Shelly Bay Road twice? Is it paying for 50% of \$1.21 million plus \$2.2 million?

Everyone who made a submission on cycling would agree that something more than a crushed lime path was needed. Council staff say *'would not be appropriate for cycling.'*

Why does the ratepayer have to pay? Every other Developer pays the costs of the flow on impacts of their development. What is it about this Developer/ Development that makes this Council want to be so free with ratepayer money? Shouldn't the Polluter Pays Principle not apply here?

Councillors should ask the question - if it was not for the proposed Development would we be spending money on Shelly Bay Road?

There would be usual repair work, like other places on the Peninsula, but would you be spending nearly \$2.8M on Shelly Bay Road?

Other infrastructure .

There are other projects for the Miramar Peninsula in the draft. They total \$11.3 million (with the \$10 million plus \$2.2 million it totals \$22.5 million!)

Councillors you need to scrutinise all the numbers in the budget for the Miramar Peninsula and give the public the answers to the following:

1 - What are the water improvement projects - \$4.5 MILLION??

2 - What are the waste water improvements projects - \$3.4MILLION??

3 - What storm water improvements projects - \$3.4MILLION??

Why are these projects needed? Would you be doing them if it wasn't for Shelly Bay?

Are you doing these works because you have plans for the Prison site and the Defence land to be developed? Ask questions and listen to the community!

You are elected to represent all Wellingtonians not just a few. This needs direct questions and transparency with what is planned.

Stop subsidising the Shelly Bay Development and be open and forth coming about what you are planning on the Peninsula. This affects all of us, and you represent us.

I would like come to a hearing and present this submission.

Best regards,

Richard

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pauline Swann	Wadestown	Individual	forum

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Yes	Arts and culture,Housing,Resilience and environment,Transport,Sustainable growth

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Neutral
Built Heritage Incentive Fund (BHIF)	Strongly support
Building accelerometers	Support
Predator Free Wellington	Support
Community-led trapping	Strongly support
Resilience of the transport corridor	Support
Security of water supply	Support
Waste management and minimisation	Neutral
Storm clean-up	Support
Adding land to the Wellington Town Belt	Strongly support
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Support
Wellington Housing Strategy	Support
Special Housing Areas	Strongly support
Inner City Building Conversion	Support
Special Housing Vehicle	Support
Rental Warrant of Fitness	Strongly support
Te Whare Oki Oki	Support

Do you have any other comments?

Transport summary

Cycling Master Plan	Neutral
Introduction of weekend parking fees	Strongly oppose
Let's Get Wellington Moving	Support
Transport-related initiatives	Support

Do you have any other comments?

Sustainable growth summary

Planning for growth	Neutral
Movie Museum and Convention Centre	Oppose
Kiwi Point Quarry life extension	Neutral
Wellington Zoo upgrades	Support

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Strongly support
Additional support for the arts	Strongly support
Investment in the arts	Strongly support

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Leave the FRANK KITTS PARK AMPHITHEATRE AND THE LIGHTHOUSE SLIDE ETC WHERE THEY ARE WITH A FEW MORE SWINGS ETC

The Chinese garden should go back to Waitangi Park or near the new Chinese Embassy.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wayne Mulligan		Taranaki Whanui ki te Upoko o te Ika	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

16 May 2018

Justin Lester
Mayor, Wellington City

By email : BUSLongTernPlan@wcc.govt.nz

TE ATIAWA - TARANAKI WHĀNUI SUBMISSION ON WELLINGTON CITY COUNCIL 2018-28 LONG TERM PLAN

Introduction

1. The primary focus for Te Atiawa - Taranaki Whānui in terms of our relationship with our Taiao (environment) is the obligation and responsibilities we have as kaitiaki of the taonga (treasures), uri (members) and hapori (communities) that reside within our takiwā (region).
2. Over the past years we have had quite a limited relationship, which in many respects reflected our previous position, capacity and capability to engage more meaningfully in a relationship of partnership.
3. Nonetheless, like Wellington City Council (WCC), Te Atiawa – Taranaki Whānui believe that we can do more. We believe that it is now time to take our relationship to the next level and pioneer in a direction that sees us collaborating more. As an iwi we are clear as to what our role is when we are talking about our taiao, our uri, and our hapori – we are kaitiaki and we are mana whenua. In practicing our mana whenuatanga and kaitiakitanga we must work in partnership with Council but also bring to light the areas where things may have failed or are failing and also provide possible solutions.
4. The tone of this submission will represent and give expression to those roles of mana whenuatanga and kaitiakitanga and highlight the opportunities that enable us to move forward in partnership.

Mana Whenua Relationship Moving Forward

5. Te Atiawa – Taranaki Whānui support a relationship model that enables engagement, consultation, co-design, greater collaboration, direct action and input into plans, strategy and on the ground activities. We feel that if we can start this relationship a fresh, then we can take our collective learnings and lead into a directing that enables meaningful partnership.

Tramways Building
1-3 Thorndon Quay
Freepost 166974
Wellington 6144

Telephone: (04) 472 3872
Email: reception@portnicholson.org.nz
Website: www.pnbst.maori.nz

6. To achieve this, Te Atiawa – Taranaki Whānui is of the view that we collectively must explore options that facilitate the creation of a meaningful council/Te Atiawa – Taranaki Whānui partnership framework that informs and gives expression to how we wish to interact with each other from now and into the future. We see an opportunity to lead a new partnerships framework, which will be crucial as we move forward into the realm of Mana Whakahono a Rohe.
7. For the reasons noted above we would like to highlight to Council that Te Atiawa – Taranaki Whānui would most likely invite WCC into a Mana Whakahono a Rohe process within the 2018-28 LTP. Therefore, we ask that Council ensure that there is necessary resource allocated directly to “Te Atiawa – Taranaki Whānui Mana Whakahono a Rohe” within the LTP. We would like to make it clear to Council that we will be seeking a collective Mana Whakahono a Rohe arrangement across all Councils within our Takiwā – Wellington City Council, Greater Wellington Regional Council, Hutt City Council and Wellington City Council. We are hopeful that WCC are supportive of this approach as we do not see it necessary or efficient to have individual arrangements across all four councils that operate within our Takiwā.

Recommendations

- a) **Note:** Te Atiawa -Taranaki Whānui will most likely initiate the Mana Whakahono a Rohe process with WCC within the 2018-28 LTP which will require an allocation of resourcing in terms of its negotiation and implementation; and
- b) **Note:** Te Atiawa – Taranaki Whānui wish to re-foster a much more meaningful relationship with WCC

Te Whanganui a Tara/Te Awakairangi Whaitua

8. The iwi see the Whaitua process as incredibly important to the health and wellbeing of our environment. We believe water is life and that we must safeguard its mouri for both current and future generations. We invite Council to be brave in terms of this Whaitua and ask that further funding be provided for this Whaitua to support greater Te Atiawa – Taranaki Whānui involvement. Many of these processes rely on the good will of our uri (members). We ask that WCC seriously consider their involvement in this process and provide adequate resourcing to it. The iwi understand that this is a Greater Wellington Regional Council led process; nonetheless, we collectively all have a responsibility to our waters and environments. I would invite WCC to engage with ourselves, Upper Hutt City Council, Hutt City Council and the Greater Wellington Regional Council so we may be able to provide the necessary resources and commitment this process needs if it is to succeed.

Recommendations

- a) **Action and Resource:** Te Atiawa – Taranaki Whānui would like to see a significant commitment from WCC into the Te Whanganui a Tara/ Te Awakairangi Whaitua.

Let’s Get Wellington Moving

9. The iwi would like to note to Council that we recently made a submission to Let’s Get Wellington Moving. We would ask that Council, as a key stakeholder to this project support our involvement. As kaitiaki we need to ensure that our whānau are involved in the design, development and implementation of any of the scenarios which may be selected. We believe that our involvement will bring greater strength to the process and support our mutual interests and obligations to transport. Our submission to Let’s Get Wellington Moving noted three key points:

- Whānau – We want to ensure that all transport options support our whānau and their needs and interests;
- Takiwā – We see a great opportunity to share our stories and histories to people who are travelling through our Takiwā; and
- Taiao – We want to ensure that any transport options which do not negatively impact our Taiao.

Recommendations

- a) **Action:** Council support Te Atiawa – Taranaki Whānui direct involvement in Let’s Get Wellington Moving.

Wellington Water Limited

10. Te Atiawa – Taranaki Whānui has recently signed a relationship agreement with Wellington Water. As one of your CCOs we would like to note that although we are still in our early phases, we are enjoying a very positive relationship with them.
11. As we step forward with our relationship we see ourselves as being much more involved in supporting this organisation in achieving its vision, goals, objectives and obligations associated to the duty of care to our water. Because of their role and the services they manage they have a huge impact on our relationship with water. The recent Havelock North Inquiry has highlighted to us our need as an iwi to be much more engaged and involved in the stewardship of our precious taonga which is water.
12. Wellington Water is responsible for the provision of our drinking water, for us this is crucial and we have an obligation to protect all drinking water sources. Storm water is also of significant concern as it often carries a number of pollutants, which enters our streams, rivers and harbours causing significant effects on our mahinga kai species and relationship with our taiao. Wastewater discharges at our coasts such as Pencarrow, which is not that far from our lakes at Parangarahu and overflows into the Waiwhetū Stream are significant sore points for our people.
13. Nonetheless, the iwi understand that the frailties of our three waters infrastructure are a legacy issue, which all councils are facing. For this reason we support the Wellington Water model as it presents a collective approach to a collective issue.
14. As mana whenua we hold a kaitiaki obligation to all taonga within our takiwā and water is by far one of our most significant taonga. For that reason we would like support from WCC for the establishment of Te Atiawa – Taranaki Whānui seats on the relevant Wellington Water governance committees/boards. This will enable us to work alongside Council and Wellington Water at a decision making level and contribute directly to our collective obligations of safeguarding our water. Our intent to have seats on relevant Wellington Water governance committees has not been expressed to Wellington Water directly. We will also be seeking support from the other partner councils through their LTP submission process.
15. The value which we can add is directly to how we act as stewards of our three waters infrastructure and taonga. As mana whenua we are often consulted and engaged in processes where entities like Wellington Water are seeking input for such things as discharge consents or over flow consents. This in our mind resigns our involvement as being a member of the ambulance team waiting at the bottom of the cliff. Protecting our taonga is actually more about managing our activities, actions and relationships with our land. This is where we want to see our involvement so we can address the cause and not the symptom.

Recommendations

- a) **Note:** the establishment of a formal relationship between Wellington Water and Te Atiawa – Taranaki Whānui; and

- b) **Action:** We seek support from Council to work with Te Atiawa – Taranaki Whānui and the other Wellington Water Council owners to establish Te Atiawa - Taranaki Whānui seats on the relevant Wellington Water Governance committees/boards.

Te Atiawa – Taranaki Whānui Iwi Management Plan

16. The Greater Wellington Regional Council is currently supporting Te Atiawa – Taranaki Whānui in the development of our Iwi Management Plan. The resources provided by WCC present us with a significant opportunity to make clear our intentions and aspirations as it relates to taiao and our takiwā. However, it is our intention to widen the scope of our iwi management plan so it may also respond to other plans, strategies and guidelines within our Takiwā. We believe that an iwi management plan would be of great use to WCC as it would be used to directly inform planning and decision making processes. The iwi management plan will articulate our own objectives, aspirations and expectations in terms of how a much more meaningful relationship between us, our communities and the wider Te Whanganui a Tara/Te Awakairangi may be created with our environments.

Recommendations:

- a) **Note and Resource:** Te Atiawa – Taranaki Whānui is seeking to widen the scope of the Iwi Management Plan so it may respond, support and supplement WCC planning processes. In order to do this, we are seeking commitment of resource from WCC for this process to occur.

Resilience

17. The iwi supports greater investment by Council into infrastructure resilience projects. Our infrastructure is crucial and understanding that our City resides on a significant fault line highlights risks and threats our resilience and ability to react and respond if a significant event were to occur.

Recommendations:

- a) **Note:** Te Atiawa – Taranaki Whānui supports greater investment into infrastructure resilience.

Te Reo Māori Policy

18. As was noted in our written and oral submission to the WCC Te Reo Māori Policy, we unreservedly support this policy and we are more than willing to work with Council in fine tuning it and supporting its implementation. As a part of its implementation we feel it is necessary to attribute some financial resource. The iwi is also more than willing to work with Council in promoting the reo throughout our City.

Recommendations:

- a) **Note and Resourcing:** Te Atiawa – Taranaki Whānui supports Te Reo Māori Policy and seek greater financial support of it through the LTP

Matariki

19. We are extremely thankful that Council have been brave and willing to celebrate Matariki on such a large scale. As an iwi we are hopeful that this year we will set down a strong platform that enables our City to more fully and meaningfully engage in Matariki. This is something which is unique to us as a nation and we are proud that Council and iwi have been able to use our partnership in a positive way which enables such a bold and pioneering step forward as a City and as a nation.

Recommendations:

- a) **Note and Resourcing:** Te Atiawa – Taranaki Whānui supports Council and its work on Matariki and seek maintained financial support of Matariki through the LTP.

Te Matatini

- 20. Te Matatini is to be held in Wellington in February 2019 and we are seeking your support for this amazing event, which will be held at the Stadium. Te Matatini is a significant cultural festival and the pinnacle event for Māori performing arts. The festival prides itself on being whānau friendly, smoke, and alcohol free event. It has an open door policy, where all people are welcome to come and experience the timeless tradition and spectacle of Kapa Haka.
- 21. We would like to thank WCC for supporting the allocation of part of the RAF to the Matatini event. We are incredibly grateful and we will be sure to keep WCC involved in this event as it moves forward.

Closing Statement

- 22. The iwi have enjoyed WCC support in numerous areas and we will continue to collaborate and work positively with WCC in the areas of mutual interest. However, Te Atiawa-Taranaki Whānui wishes to build a much more meaningful and active relationship with WCC. We feel that it is necessary for us to be brave and ground breaking in terms of how we may activate and give effect to our partnership. If we don't then we will fail to meet the needs of our community and our iwi. We must pioneer new ways to give effect to our partnership and keep activating new projects, initiatives and ways of managing our environments and communities.
- 23. We have come too far not to go further, we have done too much not to do more.

Nāku iti nei, na,

Wayne Mulligan
Chairman, Taranaki Whānui ki te Upoko o te Ika

With support and acknowledgement of:

Kura Moeahu
Chair, Te Runanganui o Te Atiawa



Liz Mellish
Chair, Palmerston North Maori Reserve Trust



Te Whenua, Te Tāngata, Te Ao Āmua
The Land, The People, The Future

Morrie Love
Chair, Wellington Tenth Trust



NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Surfers Wellington Advisory Group		Surfers Wellington Advisory Group	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

This submission is supported by an attachment, a summary is provided here.

Summary of submission

In this submission, we are asking for:

- **Reinstatement of a vertical seawall by the breakwall - a win-win proposal for both Council and surfers, to address poorly executed seawall maintenance that has both affected surf quality at The Corner, and led to much more rubble on Moa Point Road in heavy swell events;**
- **Removal of large boulders in the swell corridor - this is something WIAL have already agreed to work with us to achieve in 2018 / 2019, but we want to emphasise to Council how important this is for surfers;**
- **An ongoing consultation relationship between WCC and SWAG, because we think it will have benefits both for Council and for our waves;**
- **Monitoring the effects of major changes at Surfers' Carpark that are currently underway - this will build on an already good process being followed by Council officers;**
- **Consultation with SWAG on replacement of sand blown onto the road - another "win-win" for Council and surfers, that could combat erosion and make the waves pump; and**
- **We would like Council to advocate The Corner to be listed as a 'surf-break of regional significance' in the current review of the Regional Coastal Plan.**

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

Wellington City Council Long Term Plan (LTP) 2015 – 2025

Submission by Surfing Wellington Advisory Group (SWAG) – May 2018

Background to the SWAG - Surfing Wellington Advisory Group

The Surfing Wellington Advisory Group is a collective of the key groups that represent surfers and our waves in Wellington city – comprising the Wellington Boardriders Club, the Surfbreak Protection Society, and the Lyall Bay Reef Trust.

We have formed the SWAG to be a joint advocacy group for surfers and our waves. Our kaupapa is Unite – Develop – Represent. We believe that Wellington is blessed with a beautiful natural resource in its waves that is a taonga to the city, its inhabitants, its culture, and its economy. We want this resource to be nurtured and protected.

Summary of submission

In this submission, we are asking for:

- Reinstatement of a vertical seawall by the breakwall – a win-win proposal for both Council and surfers, to address poorly executed seawall maintenance that has both affected surf quality at The Corner, and led to much more rubble on Moa Point Road in heavy swell events;
- Removal of large boulders in the swell corridor – this is something WIAL have already agreed to work with us to achieve in 2018 / 2019, but we want to emphasise to Council how important this is for surfers;
- An ongoing consultation relationship between WCC and SWAG, because we think it will have benefits both for Council and for our waves;
- Monitoring the effects of major changes at Surfers' Carpark that are currently underway – this will build on an already good process being followed by Council officers;
- Consultation with SWAG on replacement of sand blown onto the road – another "win-win" for Council and surfers, that could combat erosion and make the waves pump; and
- We would like Council to advocate The Corner to be listed as a 'surf-break of regional significance' in the current review of the Regional Coastal Plan.

Why are Wellington's waves important?

Wellington's waves are a vibrant part of the south coast's culture, sport, and history. There are a proliferation of cafés collected around Lyall Bay – including Maranui and the Spruce Goose - where people watch surfers or don wetsuits and join the action. People come to live in Wellington and rave about its waves. Lord of the Rings actors and Weta staff alike have surfed here, and tweeted out to the world. Lyall Bay is the place where surfing was first practised in New Zealand – in 1915, Duke Kahanamoku, the Hawaiian swimmer who

popularised surfing throughout the world, demonstrated the sport. In the 1960s it was the first place in the country where malibus were ridden.

A previous councillor, Ray Ahipene-Mercer, proposed to the Wellington Boardriders Club a statue of "The Duke" at the roundabout at Tirangi Road to honour this history and our connection with tangata whenua relations across the sea. We still believe this would be an excellent idea!

Surf breaks are unique and valuable components of the coastal environment. They have cultural, spiritual, recreational, and sporting value to more than 200,000 people in New Zealand (Sport and Recreation New Zealand, 2008; Graham, 2011). Surfing is considered the most popular sport in the country – more popular than rugby. Surf breaks are becoming increasingly recognised in New Zealand coastal policy, which is consistent with developments occurring internationally. There have been numerous cases worldwide where modification of the local environment has changed or destroyed waves. The argument for protection of surf breaks recognises that significant benefits for local economies and the surrounding communities are associated with these unique places.

Surfing means business

It's true. We do mean business. A leading study by Sydney University's School of Economics concluded that a surf break can add up to 2.2 percentage points a year to local GDP through the people who live and work around it, and travel to it. In Wellington's terms, that is \$7.4 billion per year - more than a blip in local economic terms.

Much of that money comes from those who live locally. Surfers are disproportionately represented in professional, managerial and business owning classes compared to the wider population (79.1% compared to 54%). They also have, on average, higher levels of educational attainment than the wider population (64% to 27%).

Let's make those studies real. In Wellington terms of surfing economy, think cafes. Think lifestyle. Think brand. The proliferation of cafes (Maranui, Spruce Goose, Botanist, Elements, Queen Sally's) all depend on the air-brushed glamour of "The Corner", Lyall Bay's premier wave, and the locals who have chosen to live near to it. The loss of The Corner to Wellington would affect a number of iconic businesses that have based themselves on the south coast, and trade on that location.

It would also affect Wellington's brand that we market to international visitors. A surfer speeding off the lip at Lyall Bay is pictured larger than life in a photo mural at Wellington International Airport Terminal – no-one other than Rico Lane of SWAG, one of the people making this submission. His fluid bottom turn greets every single international visitor when they arrive in Wellington.

There are numerous well-documented examples in academic literature of places whose economy died when surf breaks disappeared through modification of the environment. Jardim Do Mar in Portugal was a premier surf break that was ruined by a poorly planned coastal wall, and the town spiralled into economic depression. Spain's Mundaka was ruined by sand dredging, and the town had to spend millions of Euro to restore the break.

Surfing means Wellingtonians

Surfing is who we are. Many people come to Wellington and choose to stay, have families, start businesses, run the country, then grow old and buy a longboard because of its location close to classic waves. And we believe we make this city the vibrant place it is.

Take SWAG's membership, for example. We include:

- Gary Hurring, Olympian, Commonwealth medallist, and top swimming coach;
- Murray Mexted, All Black;
- David Donaldson, leading NZ musician, owner of Plan 9 Studios, and internationally respected film score composer;
- Tony Lines, partner at Kensington Swan;
- Mark Shanks, Sport Wellington;
- Rico Lane, local surf legend whose wife is co-owner of Maranui;
- Michael Petherick, lawyer, author, lead singer of The Lovers in Monaco, and unruly Cuba St raconteur;
- Russell Millar, owner of Thonet;
- James Whitaker, PR svengali for numerous public service departments; and
- A grab bag of architects, business owners, stay at home Mums and Dads, working professionals, students, and itchy wave searchers, all of who live and work in Wellington for its waves.

We aren't special. There are literally hundreds, possibly thousands of houses in Strathmore, Lyall Bay, Melrose, Hataitai, Island Bay, Breaker Bay and elsewhere on the south coast that are eagerly bought and sold by surfers because they have a view of the surf. Many Wellingtonians live here because we can surf on our doorstep.

Surfing means The Corner

"The Corner", the wave next to the airport wall on the eastern side of Lyall Bay, is one of the premier waves in New Zealand. One of the great moments of every Wellington surfers' life is arriving at The Corner in a strong southerly swell, to see waves marching down The Wall and pinballing into the crowd of surfers. On a small, wind-groomed day, The Corner is one of the great Malibu longboard waves in NZ. On a big, heavy day, it is as good as anywhere in the country – heavy, pitching, fast, and for seasoned surfers only. Wellington Airport put

The Spruce Goose directly in front of The Corner, so its patrons could have the full view of the action beyond.

It is, however, a wave that only exists through extensive modification of the beach. It has been formed by the airport seawall - "The Wall", as it is known to surfers - that forms the retaining structure for the airport and road. Because The Wall is perfectly straight, southern swells are able to line up and hit the triangle-shaped sandbank formed by the rip alongside it in a text-book lesson of wave physics in action. It is a unique place in the world for surfing. Nature would only rarely make a headland so straight.

However, the fact that The Corner has been created through modification of the beach makes it much more fragile than a natural wave, and too easy to take for granted. This is why we are making this submission. Ongoing modifications of The Wall, Surfer's Carpark, and the surrounding beach have sometimes been poorly planned, without thought to the consequences on The Corner. These modifications have had dramatic effects on the quality of The Corner over the years.

Many of these could have been anticipated and avoided through open communication with surfers, and better planning. We want the Wellington City Council to understand what a precious resource this is, and how good planning and consultation with surfers will help to preserve it, now and for future generations.

What do we want?

We have six key requests that we would like the Wellington City Council to adopt as part of its Long Term Plan.

1. Reinstatement of a Vertical Seawall by the Breakwall

Over the last few years, maintenance at the southern end of the seawall – the stretch leading to the breakwall at the end of the airport - has changed the shape of The Wall, leading to detrimental effects on the quality of the waves at The Corner.

The ongoing addition of rocks to the southern third of the seawall has created a sloping contour to The Wall, and lessened the quality, size and consistency of rideable surfing waves at The Corner. We would like this section of the sea wall (roughly 50m in length) to be reinstated to a more vertical seawall as it once was. A more vertical wall at this point of the seawall will reflect and retain most of the wave energy as it used to. The sloping contour of this section of the wall that was created by recent maintenance work has had the effect of reducing wave energy, and thus creating smaller waves and less surfable conditions at one of New Zealand's premier surfing locations.

We also believe that, by reinstating a more vertical section to this area of the wall, it will also have the added benefit of reducing the rubble and rocks that are washed onto Moa Point road when significant swell events hit the south coast of Wellington. Since the change in contour through poorly executed maintenance, there has been an increase in rocks being washed onto the road because the swells can "ramp" up onto the road.

Addressing this matter is therefore a "win-win" for Wellington City Council, Wellington International Airport Ltd, and Wellington surfers.

2. Removal of Large Boulders in the Swell Corridor

We would also like the removal of large rocks that have been placed in the ocean at the foot of the seawall, again as part of maintenance, or have moved there through heavy swell events. These also cause for reduction of wave energy and have impacted the natural sea floor.

This problem could have been much worse. One of the members of SWAG, Russell Millar, realised that maintenance workers were disposing of excess boulders in the ocean and intervened to stop them. If he had not done so, this could have led to a very bad outcome, possibly even killing off waves at The Corner altogether.

We would like to record that Wellington International Airport Ltd has agreed to work with surfers to remove these rocks over 2018 / 2019. This is an important matter to surfers and we appreciate their constructive engagement.

3. Ongoing consultation with SWAG

We believe that surfers know the Wellington coastal environment best. Our members include people who have lived on the south coast for decades, watch every weather event like men and women obsessed, and who are professionally well qualified to provide advice on the processes on the coast. We care for it, we see ourselves as its guardians, and while surf-crazed, we are reasonable, well-educated people.

We would therefore ask Wellington City Council to see us as a consultation partner. We would like any remediation, modifications or planning for Lyall Bay go through a consultation process with SWAG and have input from local surfers and this advisory group.

4. Monitoring the effects of major changes at Surfers' Carpark

The current major construction taking place at 'Surfers' Carpark' at the eastern end of Lyall Bay is one of the most significant modifications of The Corner possible. Wellington City Council have to date taken a laudable and responsible approach to this modification – consulting with Wellington Boardriders Club and other surfers prior to the development,

and formulating a plan with expert advice from Dr Shaw Mead, principal at ECoast. We would like to thank Council officers for that.

However, based on past experience – that is, when previous changes to Surfers' Carpark were made, a modification that many members of SWAG remember extremely well - it is likely that current changes to Surfers' Carpark will have a significant impact on sandbank formation. These may improve the wave. But they also have the potential to have significant detrimental effects on The Corner. We therefore ask that Wellington City Council adopt a monitoring programme, to help WCC and surfers understand the effect of this modification, with a view to any further "tweaks" if removal of Surfers' Carpark has unexpected effects either on surf quality or beach erosion that continues to undermine the road.

Dr Shaw Mead is currently engaging in an ongoing monitoring study of The Corner for the Ministry of Business, Innovation and Enterprise. Wellington City Council could approach Dr Mead and request that this data is made available with the specific purpose of monitoring the effects of the carpark development.

5. Consultation on replacement of sand that has been blown onto the road

In discussions with Council officers, we understand that sand that is blown onto the road in heavy southerly weather events is taken to the landfill, cleaned, and then replaced on the beach.

This is extremely important both to the ongoing quality of waves in Lyall Bay, and also erosion of the sand dunes, particularly adjacent to Kingsford Smith Street and Tirangi Road. We would like the Council to consider consulting with SWAG about the placement of sand, both to combat erosion, and to improve the quality of waves at The Bend, the wave outside Real Surf at Tirangi Road, and The Corner.

Our view is that if we work together, and systematically record where sand is placed and quantities, we might create another win-win for Wellington surfers and Wellington City Council.

6. We would like Council to advocate for The Corner to be listed as a 'surf-break of regional significance.'

The Greater Wellington Regional Council is currently reviewing its Regional Coastal Plan. We would like Wellington City Council to advocate for "The Corner" to be listed as a "surfbreak of regional significance" in the Plan. This will be the best way to ensure that the environment surrounding The Corner is properly protected, now and for future generations.

Thank you for considering this submission. SWAG wishes to attend the hearings and speak in person to our submission – those who attended the last Long Term Plan hearings will know this is an event not to be missed.

Please use the contact below to acknowledge receipt of our submission and to inform us of the date and time of the hearing.

Surfers Wellington Advisory Group (SWAG)

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wellington Chamber of Commerce		Wellington Chamber of Commerce	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Support
Wastewater network improvements	Support
Tawa and Miramar Peninsula stormwater network improvements	Support
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Resilience and Environment (p.12)

“Investing in core infrastructure, looking after the environment and making our city more resilient against future shocks” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.13) the WCC is proposing to increase investment - and levels of service - in our “three waters” infrastructure by improving water storage and wastewater capacity and upgrading storm water infrastructure.

The Chamber supports this increased investment and therefore supports Option 1 (the preferred option - p.16).

Discussion

It is important to ensure key infrastructure (transport, water and waste, energy etc.) is designed in such a way that it can still be functional and resilient if adverse events occur.

While no one is suggesting a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important the infrastructure system is designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquakes etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but particularly for Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

The economic perspective of risk stresses two ideas:

- a. more resources, including time and money, are needed to reduce risk; and
- b. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or for other desirable considerations.

It is not a case of eliminating risk, to do so would be to effectively close down all productive activity.

It is important to understand there is an optimal amount of resource which should be utilised in reducing risk of failure in, say, earthquake-prone buildings, just as there is an optimal amount of resource that should be spent on crime prevention, health interventions etc. The sobering and undeniable fact is that resources are limited and risk cannot be completely eliminated, not even at great cost. In this respect the WCC's press release accompanying the release of the Consultation Document (Sunday 15 April 2018) was mischievous in stating that: "I want a city that can withstand anything nature throws at it".

While risk reduction may be possible, beyond a certain point the marginal cost of taking action becomes progressively greater, while the potential returns decrease. It is therefore in companies' and individuals' interests to invest in risk minimisation strategies up to the point at which the marginal cost equals the marginal benefit.

Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes when dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified.

With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether individuals and businesses can manage the risk.

Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (or non-actions) to ensure they make informed decisions in respect to risk management. This requires scientific, soundly-based information so known hazards can be successfully managed and the costs associated (in hindsight) with bad decisions are not simply passed on to, and ultimately paid for, by the wider community (ratepayers generally).

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirements on top of this situation - giving building owners time limits to upgrade or demolish - are proving extremely costly and difficult for some building owners - including local councils and smaller communities with older, heritage or low-yield buildings - to meet, despite some assistance from local and central government.

The Chamber considers there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Additional comments from the pre-consultation submission -

Earthquake risk and readiness

While it goes without saying that the “benefits of regulation must outweigh the costs” if regulation is to be justified, it is also important to analyse not only total costs and benefits (including potential unintended costs and/or benefits) but also where these expected costs and benefits might fall. For example, if the benefits are widely dispersed but the costs fall disproportionately on one group (in this case building owners), there may be a case for compensation for that particular group or at least for the provision of a reasonable length of time in which to change systems, processes or whatever may be causing significant externalities. Therefore, the impact of regulations on particular industry sectors and firms within sectors needs careful consideration.

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirement on top of this situation - giving building owners time limits to upgrade or demolish - are proving extremely costly and difficult for some building owners, including local councils and smaller communities with older, heritage or low-yield buildings - despite some assistance from local and central government.

The Chamber considers that there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Energy

A number of countries and companies are looking at different alternatives to traditional supplies of energy such as micro grids and virtual power plants for areas at risk from natural disaster or operating at the fringe of the grid, where infrastructure costs are prohibitive. Other approaches such as testing battery storage systems and advanced solar inverters are also taking place as trials in parts of Australia and also Japan. No doubt other countries will also be investigating in such alternatives as a means of managing risk, whether that be in relation to natural disasters (earthquakes, floods etc) or to manage growth in isolated areas.

It is noted that locally, energy generator and retailer, Contact Energy, has joined forces with Wellington Electricity and the Council to install solar and battery systems in a number of homes so residents can continue to use electricity even if the electricity grid suffers an outage.

The technology will allow the resident to harness the power of the network of solar generation and batteries and be rewarded for the energy they produce when the electricity grid is under pressure at peak times. It could also be used as a community asset in case of emergencies such as a major earthquake.

Water

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.

Ports

There is potential for the Wellington Port to act as a crucial hub in which it is linked to both the interisland ferries, the railway station and other related infrastructure. Given the fact that seismic activity particularly affected port activity requires careful consideration to ensure that links to the port are enhanced and resilient to, in particular, natural risks (e.g. earthquakes). Again, lessons can probably be usefully learned from other ports which suffered significant damage as a result of earthquakes (e.g. Lyttleton), along with best practice approaches to dealing with access issues.

The port is a key connector as the interisland hub, connecting New Zealand’s North and South Islands. There is also an ongoing need to improve roading and rail access to the port in order to enable this movement of shipping cargo, and we encourage that a solution be worked towards. There is potential for the port to act as a crucial hub given how it is linked to both the interisland ferries, the railway station and other related infrastructure.

Housing summary

The Strategic Housing Investment Plan (SHIP)	Oppose
Wellington Housing Strategy	Oppose
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

“Investing in quality and affordable housing to accommodate our growing population” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.21) the WCC is proposing to play a greater role in the provision of housing, including social and affordable housing.

The Chamber does not support the WCC getting involved in social and so-called affordable housing given that housing is essentially a private good. This is not an appropriate core role for local government as outlined earlier. Notwithstanding the above, there is a significant role for Council in ensuring developers can provide much needed housing in a timely manner without being unduly constrained by regimented and inappropriate housing regulations (including land supply). Of the 2 Options provided, the Chambers would be more supportive of Option 2 (p.23) although as stated above, the Chamber does not believe it is appropriate for local government to get into housing supply and ultimately expose ratepayers to unnecessary risk for what are, in essence, private goods.

Notwithstanding the above, the Chamber strongly supports freeing up Council owned land for housing, preferably by selling it off in a timely managed fashion to maximise the return to ratepayers.

Discussion

Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more market-based approach to housing provision, as a market-based approach is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having

planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions. As long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build.

The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability.

For many years there has been a clear case of regulatory failure with planning causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits.

The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. The Act was to have been enabling. Instead it has been used to restrict.

The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many “planning” dislocations and unintended absurdities will continue.

Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage efficient allocation (i.e. encouraging land use to gravitate to its most highly valued use).

Transport summary

Cycling Master Plan

Oppose

Introduction of weekend parking fees

Support

Let’s Get Wellington Moving

Not answered

Transport-related initiatives

Not answered

Do you have any other comments?

“Investing in transport options to maintain easy access in and out and around our city, promoting alternatives to private car usage, and reducing congestion” (Consultation Document p.11)

The Chamber considers benefitting national economic growth and productivity should be key factors driving the determination of transport options. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or government (taxpayers) to fund the types of services, including health and education NZ has become accustomed to.

The Chamber has been closely following improvements made to Wellington’s transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both for the city itself and for the broader movement of freight and people within the Wellington region.

In our recent survey to the Let’s Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington’s transport system needs further development and investment. While we know there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the problems at the Basin Reserve and introducing grade separation.

A media release accompanying the launch of the scenarios on 15th November 2017 was headed: "Scenarios aim to move more people without more vehicles." While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington's transport problems by just building more roads because we don't have the space, we need to accept there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently underway that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While the proposals stop at the Ngauranga Gorge, we know what happens beyond this area affects the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work given the central city has the highest concentration of jobs. As the Consultation Document correctly states, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or the hospital. What happens in the central city has an impact on people and communities throughout the region. A number of wider regional transport improvements are also required to maximise the efficiency of the entire regional transport network, and we would support progress on the respective routes.

The Chamber notes that under this section of the Consultation Document (p.21) the WCC, with its "Cycling Master Plan" (and the introduction of weekend parking fees), is proposing that cycling should have a greater role to play.

The Chamber is opposed to Option 1 in respect to the "Cycling Master Plan" but, on balance, supports the introduction of weekend parking fees. Option 2 would see the WCC delivering the Cycling Master Plan over a longer period of time (35-year period) and retaining free weekend parking. The Chamber is opposed to Option 2.

Outlined below are the Chamber's thoughts on the Cycling Master Plan and also the proposals to introduce weekend parking fees (p.29)

Discussion

As previously noted, Wellington's transport problems cannot be solved simply by building more roads, there is not the space. However, there is also little likelihood the number of cars entering Wellington will diminish any time soon. Therefore, recognising the inevitable, the Chamber has grave reservations the Cycling Master Plan could prove a practical solution to Wellington's traffic woes!

Cyclists - Cost contribution and ACC levies

In a submission to the WCC on its Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

"On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber's support of the overall proposal."

In our 2015/16 LTP submission we again suggested the introduction of some form of user pays or contribution system "such as bike parking discs or through a localised bike registration system."

In addition to the above, the Chambers also notes many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The Consultation Document clearly advocates for greater use of cycling and other transport modes, such as walking.

However, it is important the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than funded by other transport modes.

Over the past few years there have been moves to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists' cross-subsidisation of motorcyclists per se. Given the severity of many bicycle and motor cycle accidents, it is incumbent on ACC to investigate suitable ways to ensure all cyclists also pay their fair share of costs associated with road-related accidents.

ACC, correctly risk rates activities in the Work Account based on actual risk (not fault, as ACC is a no-fault scheme). This means a professional rugby player will pay significant ACC levies for ACC-related claims, given the relatively higher risk of injury to professional rugby players compared with individuals working in less risky environments, e.g. office workers.

A graphic from the ACC 2017-19 Levy Consultation document (see below) makes the degree of cross-subsidisation abundantly clear, something ACC itself acknowledges.

"--most of the funding for motorcycle injuries still comes from levies paid by other road users. The graphic below shows that in 2017/18 levy period, when the overall costs associated with motorcycle-related injuries are expected to be \$131 million, only \$28 million will be funded directly from levies paid by motorcyclists. The remaining \$103 million will be funded by other motor vehicle owners. On average this adds \$30 to the rego for all other vehicle types"

While the levy applying to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists and cyclists or any other road users through increased levies on motorists, when it is possible for the former to pay for their behaviour, is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which the previous Government promoted as a game changer in respect to ACC levy setting transparency.

The second part of Option 1 is: "replace free on-street parking in the city centre during the weekend with a discounted (\$2.50 per hour) user pays weekend parking fee".

As the Discussion Document correctly states, "free" weekend parking was put in place some years ago to support the Wellington retail sector, as malls in Porirua and Lower Hutt offered free parking. In order to offset any resulting parking revenue losses, a special rate (Downtown Targeted Rates) of \$1.4 million is charged to city centre businesses. According to the WCC, the special rate is not fully recovering lost parking revenue through the special rate. The reality is the weekend "free" parking isn't actually free either - its paid for by all Wellington CBD businesses, even those that don't benefit from it and who aren't open on the weekend.

Before commenting specifically on the Downtown Targeted Rate, the Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

But while the beneficiaries of “free” public carparks will principally be the users of the service, it is accepted there are others who will also benefit, for example, from potentially more people coming into Wellington to shop. This might benefit the local shops, although the benefit will more likely be on the margin.

However, the targeted rate currently applies to all businesses within the targeted region meaning many CBD businesses currently pay the targeted rate for no personal benefit at all.

Free parking therefore is a direct subsidy for those currently able to access “free parking” on weekends, funded by the business community, often with little or no relationship to the person using the free carpark.

The free car parking issue also has implications for private sector investors in car parking facilities and makes it difficult to plan ahead with any degree of confidence if WCC policies are going to change.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options.

On balance, and in principle, the Chamber would support the introduction of charging for weekend parking, AND at the same time, the removal of the current Downtown targeted Rate of \$1.4 million for city centre businesses currently, and unjustifiably in most cases, subsidising free car parking.

We would strongly encourage officers to thoughtfully consider proposals as part of a wider CBD parking strategy and look to model pricing and time allocations based on the “smart” parking data information that WCC has heavily invested in, as well as looking at other examples of how cities use their parking more flexibly in the weekend and after hour times. The Chamber would be interested to know how the parking charges in Auckland (where you can pay longer in some places) have taken and whether these ought to be considered for some places in Wellington/evening parking, for example for Friday night parking, and possible looking to extend this to a Saturday night, perhaps looking at a flat rate.

At the time free weekend parking was introduced there were serious attraction issues for people to come into the city, which is why it made some sense to have the down town levy (paid for by all businesses, not just hospitality and retail) pay for customer’s parking. Now, we have the opposite issue - people want to visit and be in the city. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces.

On the issue of car parking shortages, the Chamber was disappointed in the recent outcome of the Whitmore Street traffic resolution, given there were viable options to retain car parking while introducing greater safety and traffic flow improvements. As we said in our submission to WCC on the matter, the Chamber will not support the removal of any more carparks until the council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Comments from pre-consultation submission-

In summary, the Chamber LGWM submission supported the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.

- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts
- Build an extra Terrace Tunnel to improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.
- The need to ensure that the opportunity for future mass transit (including the possibly of light rail) when implementing the corridor of change as outlined in Scenario D of the LGWM consultation papers.

Tolling and congestion charges

The Chamber has long supported moves to allow tolling, public private partnerships (PPPs), and other investment options for urgently-needed high cost road transport for which there is significant community support. The Independent Inquiry into Local Government Rates recommended that central government remove legislative barriers to the funding of transport projects through the use of tolls . Furthermore, as noted earlier, 48.35% of Chamber responses supported road tolling as part of the LGWM survey mentioned earlier.

Tolling would likely ensure that people (particularly road users) could seriously question the value of particular projects since the cost would be transparent and up-front. This would put more heat on decision-makers to ensure only efficient transport options made the grade rather than “nice to have” projects.

There can be misunderstanding on the nature of tolling in respect to congestion charging and tolling in respect to paying for new roads. Tolling for new roads and congestion charging are, in effect, two totally different concepts and need to be treated as such rather than lumped together.

In effect, congestion charging is a system of charging users to effectively manage demand (the same as peak pricing in respect to the electricity sector). This pricing strategy makes it possible to manage congestion without increasing supply. Market economic theory, which encompasses the congestion pricing concept, believes that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during peak demand. It is not, as such, a pricing mechanism that should necessarily be used to pay for new roads. This has been one of the main concerns of road users and taxpayers around the world in the use of congestion charging regimes.

Notwithstanding general support for tolling as the most efficient mechanism for funding new roads, we would oppose the use of tolling on existing roads to subsidise new roads, because to all intents and purposes this would be double taxation (paying twice for assets that have arguably already been paid for). Tolls should apply only to new roads so that the public and road users are well aware in advance of total costs and understand the trade-offs required for infrastructure development. Fudging cost through the use of a wide range of funding mechanisms well beyond tolling new roads (e.g. rates hikes, regional fuel taxes etc.) waters down the signals that should be sent to road users as to the true costs associated with various transport options.

Regional fuel taxes

Regional fuel taxes have significant problems, potentially raising compliance issues for business (particularly in seeking the claim refunds for diesel used for industrial purposes), while regional boundaries could affect suppliers of fuel by encouraging some businesses to avoid the tax by refuelling outside the boundary. Moreover, there is the possibility that not all the fuel tax will be available for roading projects with some going to other transport options. Greater clarity is required as to how the money collected would be spent. We believe robust processes and consultation are needed to ensure that any funding spent be soundly based.

Fuel taxes (and also rates) would not necessarily signal to motorists the costs associated with new infrastructure but rather blur them significantly. This is unlike tolling, where the costs would be front of mind for the motorist rather than hidden and not necessarily paid for by those benefitting most from the roading network.

Furthermore, using national fuel taxes only in one region would undermine a key policy of ensuring tax neutrality and would benefit that region at the expense of all other regions.

Despite their significant weaknesses outlined above, in the absence of tolling, congestion pricing and the like, regional taxes are likely to be better than expanding the rates tax. Rates tax expansion would disproportionately impact on the business sector, principally because of the wide use of rates differentials as outlined earlier.

Sustainable growth summary

Planning for growth	Support
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

“Investing in economic projects that stimulate growth and diversification, and planning for population growth in ways that recognise the city’s special character” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.34) the WCC is proposing (under Option 1) to increase the level of service in planning for growth (Strategic Planning, Comprehensive District Plan Review and Streamlined Consenting). The Chamber supports this increased investment and therefore supports Option 1 (p.16).

The second option concerns the key project of continuing with the proposal to develop a Movie Museum and Convention Centre on land adjacent to Te Papa. The projected construction cost is \$165 million, with \$25 million of funding support requested from central government.

The Chamber has actively supported the concept of a Movie Museum and Convention Centre but is concerned about apparent cost escalation over time.

While earlier costs associated with this project were projected to be lower and some involvement of the private sector would lower costs further, this appears to have changed with the ratepayer now seemingly projected to bear most of the burden (with strictly limited funding possible from central government).

The Chamber considers there is plenty of opportunity for the WCC to divest some of its asset base (e.g. share in the airport) and recycle it to pay for the Movie Museum and Convention Centre.

Notwithstanding the above, the Chamber would wish to see a lot more detail on how the Movie Museum and Convention Centre will be funded and the payback period for same (the business case) before actively supporting this proposal.

Discussion

It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have.

The importance of enhanced and fit for purpose infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move people between home and work and business-produced goods and services from farm gate and factory to point of embarkation efficiently, good infrastructure creates clear economic and social value for NZ. This applies equally in urban and rural environments as in national and local environments.

An emphasis on improving economic growth is fundamental if Wellingtonians in the future are to have the sort of lifestyle and standard of living most aspire to.

Notwithstanding the above, Council's role in sustainable growth should be ensuring barriers to growth, particularly regulatory barriers, are removed as far as possible, enabling the private sector to invest in sustainable development.

There is a two-fold problem with WCC investment in sustainable growth:

First, it may tend to crowd-out private sector investment;

Second, and perhaps even more importantly, it does not eliminate but simply transfers risk from the private sector to ratepayers or in some cases taxpayers.

Given the above, WCC should confine itself to ensuring remaining blockages to growth are reduced as far as possible, focusing rather on the core public good aspect of local council activity e.g. water, sewage and transport.

Notwithstanding the above, the Chamber believes local government has a crucial role in local and regional economic development and that within this there is a role for entities such as economic development agencies (EDAs).

In practice, the local government sector takes a variety of approaches to economic development. Some councils confine themselves to facilitation and advocacy, while others fund the generic promotion of cities/districts/regions and/or business and tourism.

The Chamber's view is that local government should focus on providing a better business environment in terms of the efficient and effective provision of infrastructure, regulation and public services, keeping the rates burden down. The emphasis should be on removing or reducing barriers to growth and development rather than picking winners for special treatment.

Generic promotion of business and tourism should be undertaken with the consent of business and tourism interests and funded by those sectors through targeted rates. Where economic development agencies are funded through targeted rates and/or business differentials, the funding sector(s) should be represented in both governance and decision-making when determining how the money will be spent.

We do not favour WCC providing support and services to business, especially in competition with the private sector. With EDAs, the starting point should be a focus on the future platform from which businesses might operate; economic development agencies should not step into a business development role that competes with the private sector. If there are gaps in the market, they should look to partner with the private sector rather than compete.

Where economic development agency activity extends beyond the "future platform" and specific sectors are pursued, this should be done in association with the sector. Some agencies are more activist in providing business support and/or picking winners, including providing services directly to businesses and/or running events often in competition with the private sector. If services are provided or business development pursued, this should be done in partnership with the private sector or in a way that helps the private sector build its capability in the region.

The Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information as to whether ratepayers are getting value for money or, more importantly, whether what EDAs are doing is crowding-out private sector initiatives.

Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement in the region (or lack of it).

The Chamber believes local EDAs should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate.

The Chamber also considers The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Arts and culture summary

Strengthening cultural facilities

Not answered

Additional support for the arts

Not answered

Investment in the arts

Not answered

Do you have any other comments?

"Investing in arts and culture to maintain our position internationally as a vibrant, edgy capital"
(Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.42) the WCC is proposing (under Option 1) to invest in earthquake strengthening Council cultural facilities so they can support the arts and culture sector. These are St James Theatre (\$11.5 million), Town Hall (\$88.7 million), Wellington Museum (\$10 million) and other venues (\$7.5 million).

The Chamber partially supports Option 1, but questions the upgrade of the Town Hall. The Chamber is concerned about the potential cost escalation of this project over time to date and the potential payback, compared with the upgrade of the other facilities mentioned above.

Discussion

The Chamber believes there is some role for local government in advancing arts and culture as long as this role is not all-encompassing but is established on a principled basis and properly circumscribed. Any activity should relate directly back to the purpose statement in the Local Government Act 2002. As set out above, WCC must ensure it is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

With this in mind, the Chamber supports efforts to maintain Wellington's reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said it sees the benefit of projects that increase visitor numbers in the region and strengthen Wellington's cultural attractiveness. We are also conscious that feedback from the

WCC/Chamber Business Forum, held in March 2014, wanted Wellington to “sweat its assets more”, referring to the city’s exhibitions and museums. Therefore consideration needs to be given to what will encourage an increase in bed nights and other tourist spending: adding more buildings to the offering or simply providing more exhibitions?

However, as we have said previously, care will need to be taken. WCC has a very good record with events attractions to-date but as competition from other cities increases, Wellington needs to be more strategic about how - and which - events it attracts. Wellington must avoid entering into a bidding war. With its central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

WCC Funding

Comment

Although the Wellington business sector pays just under half the city’s rates bill and regionally businesses pay around a third of the region’s rates bill, the level of rates paid is often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the WCC has agreed to reduce such differentials, it has often been tardy in doing so, tending towards incremental change due to “expenditure pressures”.

While rates will likely be the “cornerstone” of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government.

The Chamber notes the rates increase for 2018/19 is projected to be 3.9 per cent with an annual average increase of 4.1 percent over the next 10 years. However when looking at the funding impact statement figures themselves, we would note that income revenue from rates will increase from \$296.8 million in 17/18 to nearly \$310.6 million in 18/19. This is an increase of 4.6 per cent over the next year. Over the next ten years the rates income will increase from \$296.8 million in 17/18 to \$493.9 million in 27/28. This is a percentage increase of 66.4 per cent over the next ten years, or an average increase of 6.64 per cent. Using the figure that the business community currently pays, around 46% of the total rate take, the increased cost to the business community is roughly an additional \$90.7 million - not including any new targeted commercial rates. For the coming year, it’s an extra \$6.34 million.

In addition, it is noted that the WCC plans to borrow \$664 million to fund capital expenditure over the 10-year period. The Chamber, while not opposed in principle to increasing debt, believes the role of the WCC in a number of activities (including social and affordable housing) could be reduced given the private good nature of some of those activities. Moreover, WCC has a number of assets which could be divested and recycled into more important core services such as water and sewerage infrastructure, which should be at the core of local government activity.

Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the

private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

WCC should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.

An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.

Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.

The Chamber has ongoing concerns that funding is not apportioned against demonstrable benefit from the groups it is funded from. In particular, we would recommend that the business rating differential is lowered and greater transparency in the detail provided. The current rates burden does not lie where the costs and benefits fall.

As we have previously been on the record in saying, the Chamber is supportive of the additional investment sought from ratepayers with some important and non-negotiable caveats; that for each invest to grow project there must be a robust business case, cost benefit analysis, return on investment and that additional rates raised for "invest to grow" projects must be ring-fenced to only those projects - not base lined for other activities. The funds should be returned to the ratepayer if they are not used. There must be a clear return on investment articulated. We would welcome further consideration of each proposal with a clear project by project assessment, alongside each investment budgeted and borrowed for.

Recycling of Assets

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information - p.2) "Collectively, the city has \$6.5 billion invested in physical assets - everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets."

Wellington International Airport is 34% owned by Wellington City Council. This is likely to be valued at around \$400 million, roughly the capital cost of a number of big ticket projects that are being pursued under the plan, not to mention further additional increased borrowing WCC plans to undertake over the next 10 years. As Councillor Andy Foster prudently notes, this borrowing will take WCC ratepayers from paying \$1 million every two weeks in interest to more than \$1 million every five days in repayments at today's rates. The Chamber believes that WCC must look to other options to fund the capital outlay, rather than look to borrowings .

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak.

Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should the return on assets be less than expected. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

In the Airport's example, unlike other council-owned airports WCC is a minority shareholder, and conversely there isn't a lot of influence the council can exert when it comes to making the asset pay. Last year WCC received just \$12.1 million in dividends. The airport company retained most of its earnings for reinvestment. There will be those who say selling an asset that has provided up to \$12 million a year of income would be foolish. But by not borrowing, the council would save in loan servicing.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risk of low investment returns. It is important to accept that local authority funding does not eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

Wellington Council should be taking a balanced view and maximising the asset base, including recycling assets to achieve the best outcome for all ratepayers. This is not about divestment in and of itself, but about using one asset to leverage for three more - strategic assets that are worthy of such investment without borrowing significantly more or imposing additional taxes to pay for vital infrastructure.

We would also encourage greater transparency of the council's assets themselves, as there is little information available regarding the assets themselves. We note the 2014 Strategic Assets Policy requires an update, and would welcome the Chamber's involvement in the refresh of this policy.

The Business Differential

The business differential set by the WCC is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Page 61 of the Consultation Document provides a relatively useful comparison of rates projected to apply to residential property, suburban commercial property, and down town commercial property. For a property worth \$1 million, the proposed rates for 2018/19 show the stark contrast in property types, with residential projected to pay around \$2,600, suburban commercial property around \$10,700, and downtown commercial property paying over \$12,600. It should be noted that this excludes water consumption which is charged on actual usage.

We have long been on the record that targeted rates should reflect the benefits received and should not be unfairly applied to businesses as a revenue raising mechanism. We believe further information could be provided to explain the methodology behind targeted rates, namely, a description of how targeted rates benefit the specific targeted group. We acknowledge the principle for targeted rates to apply to those who will receive the most benefit, however at times it is unclear how it has been determined that the targeted group is the most benefitted party. For example, downtown Wellington city businesses pay

39 per cent of the region's total transport rate. Currently it appears there is an excessive subsidy from Wellington CBD based businesses to other user groups.

For example, the building that the Wellington Chamber of Commerce occupies a floor within currently pays 85.5% of its total GWRC rates bill for a targeted transport rate alone, seven times more than what is paid for as general rates. This is exceedingly excessive, making up \$53,117.42 of the total \$62,140.20 rates bill. This is in part due to the building's demarcation as a "down-town levied" dwelling. Looking at the WCC rates bill, 82.76% of the total WCC rates bill or \$147,363.50 comprises of the three standard commercial rates, including the business differential, the down town levy and the commercial sector targeted rate.

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to "benefits received" to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates" burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. But the net GST collected is paid to Inland Revenue so there is no advantage for businesses.

The dangers of inappropriate differentials can be found in the GWRC's "Revenue and Financing Policy" proposals regarding the funding of public transport.

The following is an abstract from the Chamber's submission to the GWRC on what is proposed (April 21018):

- the GWRC considers will spread public transport rates more evenly across the region. While initially sounding convincing, the proposals then state that a weighting (rating differential) will be introduced to reflect the so-called benefits for each group of ratepayers. Proposed differentials, as outlined in the consultation document, vary but a differential of 8.0 is proposed for Wellington CBD businesses (with the next highest being 1.5 for other businesses, excluding in the Wairarapa). This proposal in respect to Wellington CBD businesses is quite simply, appalling!

Before commenting specifically on the differential, the Chamber would point out that goods and services of a largely private good nature (such as public transport) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public transport, by contrast, is still largely in the nature of a private good, where users can be charged for using it.

While the beneficiaries of subsidised public transport will principally be the users of such services, it is accepted there are others who will also benefit, for example, from potentially fewer private vehicles on the road, possibly reducing congestion and improving travel times.

Similarly, there will perhaps be some minor benefits for businesses in the CBD in that an effective and efficient transport sector could provide certainty (although past experiences with public transport make this debatable) for their employees and other individuals travelling to and from the central city. However, as stated earlier, the principal beneficiary is the user of such services and hence, as a largely private good, it is they who should pay the majority of the costs associated with public transport use.

It should be noted that businesses already face considerable financial demands, including commercial rating charges, down-town levies etc. This proposal by the GWRC is simply another inappropriate cost imposition on CBD businesses."

Introduction of a tourism targeted rate

The Chamber's concerns are well on the record with respect to a "tourism targeted rate" or a "bed tax". From the Council documents we have reviewed we understand that the "targeted accommodation rate" won't have a rates impact in year one and two, but that the collection of rate/impact on rates would be 2.8 per cent in 2020/21 - just three years away. There are no details yet, so we can't work out what the impact on the accommodation/tourism sector will be, but there seems little doubt that if the rate goes ahead that impact will be significant.

We are very encouraged that the Council agreed to consult further on the proposal, and possibly broaden the impost, it's still not clear what the targeted rate might be spent on. With possible negative and perverse consequences like seen in Auckland, the council needs to think this whole idea through very carefully indeed. We would invite the Council to include the Chamber in such discussions.

Other comments

Would you like to make any further comments to support your overall submission?

Comments:

We would like to commend Wellington City Council and its officers for the way in which they have undertaken consultation on the plan. The plan plays a critical part to support the growth and performance of both the city and regional economy. We commend the council on the consultation undertaken, particularly the use of online channels to promote engagement. We appreciate effort involved from Council officers in preparing the documents. We also appreciate that, within the specific provisions for implementation of this plan and policies, the devil is truly in the detail.



**Wellington Chamber of Commerce
Submission to the Wellington City Council on the
Draft Long Term Plan 2018-2028
May 2018**

Introduction

The Wellington Chamber of Commerce (the Chamber) welcomes the opportunity to make a submission to the Wellington City Council (WCC) on its Draft Long Term Plan 2018-2028 (the plan).

The Chamber has been the voice of business in the Wellington region for 161 years since 1856 and advocates policies that reflect the interests of the business community in both the city and region, and further the development of the region's economy as a whole. The Chamber advocates for the views of its members and obtains those views through regular surveys.

For the purposes of this submission, it is important to note that Wellington region businesses contribute significantly to the city and region's rate-take. Businesses pay 46 per cent of the total rates collected by Wellington City Council while taking up only 21 per cent of the total rateable property. Regionally, businesses pay around one-third of the rates collected by Greater Wellington Regional Council (GWRC). Further, Wellington businesses pay the highest proportion of rates of any town, city, or region in New Zealand, nearly 50 per cent higher than Auckland and nearly 100 per cent more than Hamilton. Therefore as the largest contributor to Wellington City's and the Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens to rate money.

We would like to commend Wellington City Council and its officers for the way in which they have undertaken consultation on the plan. The plan plays a critical part to support the growth and performance of both the city and regional economy. We commend the council on the consultation undertaken, particularly the use of online channels to promote engagement. We appreciate effort involved from Council officers in preparing the documents. We also appreciate that, within the specific provisions for implementation of this plan and policies, the devil is truly in the detail.

The Chamber would also like to acknowledge the work that has taken place to date that dovetails into the plan itself, particularly around improving the city's readiness and resilience following the Kaikōura quake. The Chamber is strongly supportive of the future planning and investment contained within this plan.

This submission will address a number of the issues covered in the Consultation Document, generally as per the order outlined there. Not surprisingly, the Consultation Document covers the exact same five areas referred to at the pre-consultation stage: *Resilience and environment, Housing, Transport, Sustainable growth, and Arts and culture*.

To this end, it should be noted that in April 2018 the Chamber put in an extensive pre-consultation submission on the five areas highlighted by the WCC, namely: Resilience and Environment, Housing, Transport, Sustainable Growth, and Arts and Culture. A copy of that submission is attached as an Appendix to this present submission given the degree of overlap between the two and ought to be considered as part of this submission. The pre-consultation submission also looked at different funding options which the WCC might consider.

The Chamber suggests the WCC reads its submission to the Greater Wellington Regional Council (GWRC) on the Long Term Plan 2018-2028 Consultation Document¹, along with its submission to the GWRC on the “Revenue and Financing Policy”² (April 2018), as many of the issues raised in those submissions also apply to the WCC 10-year plan.

The Chamber would welcome the opportunity to discuss its submission with the WCC and requests to be heard orally.

This written submission covers the following key priority areas, with the Chamber comments and consideration of each issue, with further discussion:

- WCC Funding
- Resilience and Environment
- Housing
- Transport
- Sustainable growth
- Arts and Culture
- Conclusion

WCC Funding

Comment

Although the Wellington business sector pays just under half the city’s rates bill and regionally businesses pay around a third of the region’s rates bill, the level of rates paid is often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the WCC has agreed to reduce such differentials, it has often been tardy in doing so, tending towards incremental change due to “expenditure pressures”.

¹ http://www.wecc.org.nz/data/assets/pdf_file/0018/145008/29042018-Wellington-Chamber-sub-to-GWRC-on-the-LTP-2018-2028.pdf

² http://www.wecc.org.nz/data/assets/pdf_file/0019/145009/29042018-Wellington-Chamber-submission-to-GWRC-on-the-Revenue-and-Funding-Policy-April-2018.pdf

While rates will likely be the ‘cornerstone’ of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government.

The Chamber notes the rates increase for 2018/19 is projected to be 3.9 per cent with an annual average³ increase of 4.1 percent over the next 10 years. However when looking at the funding impact statement figures themselves, we would note that income revenue from rates will increase from \$296.8 million in 17/18 to nearly \$310.6 million in 18/19. This is an increase of 4.6 per cent over the next year. Over the next ten years the rates income will increase from \$296.8 million in 17/18 to \$493.9 million in 27/28. This is a percentage increase of 66.4 per cent over the next ten years, or an average increase of 6.64 per cent. Using the figure that the business community currently pays, around 46% of the total rate take, the increased cost to the business community is roughly an **additional \$90.7 million** - not including any new targeted commercial rates. For the coming year, it’s an extra \$6.34 million.

In addition, it is noted that the WCC plans to borrow \$664 million to fund capital expenditure over the 10-year period. The Chamber, while not opposed in principle to increasing debt, believes the role of the WCC in a number of activities (including social and affordable housing) could be reduced given the private good nature of some of those activities. Moreover, WCC has a number of assets which could be divested and recycled into more important core services such as water and sewerage infrastructure, which should be at the core of local government activity.

Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

WCC should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

³ Based on the indicative additional rates for a suburban residential property with a capital value of \$600,000.

Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.

An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.

Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.

The Chamber has ongoing concerns that funding is not apportioned against demonstrable benefit from the groups it is funded from. In particular, we would recommend that the business rating differential is lowered and greater transparency in the detail provided. The current rates burden does not lie where the costs and benefits fall.

As we have previously been on the record in saying, the Chamber is supportive of the additional investment sought from ratepayers with some important and non-negotiable caveats; that for each invest to grow project there must be a robust business case, cost benefit analysis, return on investment and that additional rates raised for 'invest to grow' projects must be ring-fenced to only those projects – not base lined for other activities. The funds should be returned to the ratepayer if they are not used. There must be a clear return on investment articulated. We would welcome further consideration of each proposal with a clear project by project assessment, alongside each investment budgeted and borrowed for.

Recycling of Assets

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information – p.2) "Collectively, the city has \$6.5 billion invested in physical assets – everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets."

Wellington International Airport is 34% owned by Wellington City Council. This is likely to be valued at around \$400 million, roughly the capital cost of a number of big ticket projects that are being pursued under the plan, not to mention further additional increased borrowing WCC plans to undertake over the next 10 years. As Councillor Andy Foster prudently notes, this borrowing will take WCC ratepayers from paying \$1 million every two weeks in interest to more than \$1 million every five days in repayments at today's rates. The Chamber believes that WCC must look to other options to fund the capital outlay, rather than look to borrowings⁴.

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak.

⁴ <https://www.stuff.co.nz/business/103598008/john-milford-wellington-should-consider-selling-its-stake-in-the-airport>

Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should the return on assets be less than expected. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

In the Airport's example, unlike other council-owned airports WCC is a minority shareholder, and conversely there isn't a lot of influence the council can exert when it comes to making the asset pay. Last year WCC received just \$12.1 million in dividends. The airport company retained most of its earnings for reinvestment. There will be those who say selling an asset that has provided up to \$12 million a year of income would be foolish. But by not borrowing, the council would save in loan servicing.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risk of low investment returns. It is important to accept that local authority funding does not eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

Wellington Council should be taking a balanced view and maximising the asset base, including recycling assets to achieve the best outcome for all ratepayers. This is not about divestment in and of itself, but about using one asset to leverage for three more – strategic assets that are worthy of such investment without borrowing significantly more or imposing additional taxes to pay for vital infrastructure.

We would also encourage greater transparency of the council's assets themselves, as there is little information available regarding the assets themselves. We note the 2014 Strategic Assets Policy requires an update, and would welcome the Chamber's involvement in the refresh of this policy.

The Business Differential

The business differential set by the WCC is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Page 61 of the Consultation Document provides a relatively useful comparison of rates projected to apply to residential property, suburban commercial property, and down town commercial property. For a property worth \$1 million, the proposed rates for 2018/19 show the stark contrast in property types, with residential projected to pay around \$2,600, suburban commercial property around \$10,700, and downtown commercial property paying over \$12,600. It should be noted that this excludes water consumption which is charged on actual usage.

We have long been on the record that targeted rates should reflect the benefits received and should not be unfairly applied to businesses as a revenue raising mechanism. We believe further information could be provided to explain the methodology behind targeted rates, namely, a description of how targeted rates benefit the specific targeted group. We acknowledge the principle for targeted rates to apply to those who will receive the most benefit, however at times it is unclear how it has been determined that the targeted group is the most benefitted party. For example, downtown Wellington city businesses pay 39 per cent of the region's total transport rate. Currently it appears there is an excessive subsidy from Wellington CBD based businesses to other user groups.

For example, the building that the Wellington Chamber of Commerce occupies a floor within currently pays 85.5% of its total GWRC rates bill for a targeted transport rate alone, seven times more than what is paid for as general rates. This is exceedingly excessive, making up \$53,117.42 of the total \$62,140.20 rates bill. This is in part due to the building's demarcation as a "down-town levied" dwelling. Looking at the WCC rates bill, 82.76% of the total WCC rates bill or \$147,363.50 comprises of the three standard commercial rates, including the business differential, the down town levy and the commercial sector targeted rate.

Rates details

Current rating year	1 July 2017 - 30 June 2018	
Account number	1803475	
Account status	Current	
Rates - total charge	\$240,196.59	
Differential rating category	Commercial	
Billing category	K1	
View rates breakdown		
Description	Method	Rates
Wellington City Council (WCC)		
Downtown Area Levy	Capital Value	\$30,845.42
Commercial General Rate	Capital Value	\$109,258.23
C I B Capital Value Sewerage Rate	Capital Value	\$24,027.37
C I B Sector Targeted Rate	Capital Value	\$7,259.86
C I B Stormwater Rate	Capital Value	\$6,665.51
Wellington City Council Sub Total		\$178,056.39
Greater Wellington Regional Council (GWRC)		
GWRC C I B Regional Strategy Rate - Downtown	Capital Value	\$1,836.57
GWRC General Rate - Full	Capital Value	\$6,885.04
GWRC Rivers Rate - Full	Capital Value	\$14.07
GWRC C I B Stadium Rate	Capital Value	\$287.10
GWRC C I B Transport Rate - Downtown	Capital Value	\$53,117.42
Greater Wellington Regional Council Sub Total		\$62,140.20
Grand Total		\$240,196.59

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. But the net GST collected is paid to Inland Revenue so there is no advantage for businesses.

The dangers of inappropriate differentials can be found in the GWRC's "Revenue and Financing Policy" proposals regarding the funding of public transport.

The following is an abstract from the Chamber's submission to the GWRC on what is proposed (April 21018):

"... the GWRC considers will spread public transport rates more evenly across the region. While initially sounding convincing, the proposals then state that a weighting (rating differential) will be introduced to reflect the so-called benefits for each group of ratepayers. Proposed differentials, as outlined in the consultation document, vary but a differential of 8.0 is proposed for Wellington CBD businesses (with the next highest being 1.5 for other businesses, excluding in the Wairarapa). This proposal in respect to Wellington CBD businesses is quite simply, appalling!

Before commenting specifically on the differential, the Chamber would point out that goods and services of a largely private good nature (such as public transport) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public transport, by contrast, is still largely in the nature of a private good, where users can be charged for using it.

While the beneficiaries of subsidised public transport will principally be the users of such services, it is accepted there are others who will also benefit, for example, from potentially fewer private vehicles on the road, possibly reducing congestion and improving travel times.

Similarly, there will perhaps be some minor benefits for businesses in the CBD in that an effective and efficient transport sector could provide certainty (although past experiences with public transport make this debatable) for their employees and other individuals travelling to and from the central city. However, as stated earlier, the principal beneficiary is the user of such services and hence, as a largely private good, it is they who should pay the majority of the costs associated with public transport use.

It should be noted that businesses already face considerable financial demands, including commercial rating charges, down-town levies etc. This proposal by the GWRC is simply another inappropriate cost imposition on CBD businesses."

Introduction of a tourism targeted rate

The Chamber's concerns are well on the record⁵ with respect to a 'tourism targeted rate' or a 'bed tax'. From the Council documents we have reviewed we understand that the "targeted accommodation rate" won't have a rates impact in year one and two, but that the collection of rate/impact on rates would be 2.8 per cent in 2020/21 – just three years away. There are no details yet, so we can't work out what the impact on the accommodation/tourism sector will be, but there seems little doubt that if the rate goes ahead that impact will be significant.

We are very encouraged that the Council agreed to consult further on the proposal, and possibly broaden the impost, it's still not clear what the targeted rate might be spent on. With possible negative and perverse consequences like seen in Auckland, the council needs to think this whole idea through very carefully indeed. We would invite the Council to include the Chamber in such discussions.

Resilience and Environment (p.12)

“Investing in core infrastructure, looking after the environment and making our city more resilient against future shocks” (Consultation Document p.11)

⁵ <https://www.stuff.co.nz/business/102098229/targeted-rate-could-choke-off-needed-hotel-investment-in-wellington>

The Chamber notes that under this section of the Consultation Document (p.13) the WCC is proposing to increase investment – and levels of service – in our “three waters” infrastructure by improving water storage and wastewater capacity and upgrading storm water infrastructure.

The Chamber supports this increased investment and therefore supports Option 1 (the preferred option – p.16).

Discussion

It is important to ensure key infrastructure (transport, water and waste, energy etc.) is designed in such a way that it can still be functional and resilient if adverse events occur.

While no one is suggesting a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important the infrastructure system is designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquakes etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but particularly for Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

The economic perspective of risk stresses two ideas:

- a. more resources, including time and money, are needed to reduce risk; and
- b. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or for other desirable considerations.

It is not a case of eliminating risk, to do so would be to effectively close down all productive activity.

It is important to understand there is an optimal amount of resource which should be utilised in reducing risk of failure in, say, earthquake-prone buildings, just as there is an optimal amount of resource that should be spent on crime prevention, health interventions etc. The sobering and undeniable fact is that resources are limited and risk cannot be completely eliminated, not even at great cost. In this respect the WCC’s press release accompanying the release of the Consultation Document (Sunday 15 April 2018) was mischievous in stating that: *“I want a city that can withstand anything nature throws at it”*.

While risk reduction may be possible, beyond a certain point the marginal cost of taking action becomes progressively greater, while the potential returns decrease. It is therefore in

companies' and individuals' interests to invest in risk minimisation strategies up to the point at which the marginal cost equals the marginal benefit.

Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes when dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified.

With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether individuals and businesses can manage the risk.

Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (or non-actions) to ensure they make informed decisions in respect to risk management. This requires scientific, soundly-based information so known hazards can be successfully managed and the costs associated (in hindsight) with bad decisions are not simply passed on to, and ultimately paid for, by the wider community (ratepayers generally).

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirements on top of this situation – giving building owners time limits to upgrade or demolish – are proving extremely costly and difficult for some building owners - including local councils and smaller communities with older, heritage or low-yield buildings – to meet, despite some assistance from local and central government.

The Chamber considers there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Housing (p.20)

***“Investing in quality and affordable housing to accommodate our growing population”
(Consultation Document p.11)***

The Chamber notes that under this section of the Consultation Document (p.21) the WCC is proposing to play a greater role in the provision of housing, including social and affordable housing.

The Chamber does not support the WCC getting involved in social and so-called affordable housing given that housing is essentially a private good. This is not an appropriate core role for local government as outlined earlier. Notwithstanding the above, there is a significant role for Council in ensuring developers can provide much needed housing in a timely manner without being unduly constrained by regimented and inappropriate housing regulations (including land supply). Of the 2 Options provided, the Chambers would be more supportive of Option 2 (p.23) although as stated above, the Chamber does not believe it is appropriate for local government to get into housing supply and ultimately expose ratepayers to unnecessary risk for what are, in essence, private goods.

Notwithstanding the above, the Chamber strongly supports freeing up Council owned land for housing, preferably by selling it off in a timely managed fashion to maximise the return to ratepayers.

Discussion

Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more market-based approach to housing provision, as a market-based approach is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions. As long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build.

The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability.

For many years there has been a clear case of regulatory failure with planning causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits.

The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. The Act was to have been enabling. Instead it has been used to restrict.

The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many "planning" dislocations and unintended absurdities will continue.

Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage efficient allocation (i.e. encouraging land use to gravitate to its most highly valued use).

Transport (p.26)

“Investing in transport options to maintain easy access in and out and around our city, promoting alternatives to private car usage, and reducing congestion” (Consultation Document p.11)

The Chamber considers benefitting national economic growth and productivity should be key factors driving the determination of transport options. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or government (taxpayers) to fund the types of services, including health and education NZ has become accustomed to.

The Chamber has been closely following improvements made to Wellington’s transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both for the city itself and for the broader movement of freight and people within the Wellington region.

In our recent survey to the Let’s Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington’s transport system needs further development and investment. While we know there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the problems at the Basin Reserve and introducing grade separation.

A media release accompanying the launch of the scenarios on 15th November 2017 was headed: “Scenarios aim to move more people without more vehicles.” While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington’s transport problems by just building more roads because we don’t have the space, we need to accept there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently underway that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While the proposals stop at the Ngauranga Gorge, we know what happens beyond this area affects the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work given the central city has the highest concentration of jobs. As the Consultation Document correctly states, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or the hospital. What happens in the central city has an impact on people and communities throughout the region. A number of wider regional transport improvements are also required

to maximise the efficiency of the entire regional transport network, and we would support progress on the respective routes.

The Chamber notes that under this section of the Consultation Document (p.21) the WCC, with its "Cycling Master Plan" (and the introduction of weekend parking fees), is proposing that cycling should have a greater role to play.

The Chamber is opposed to Option 1 in respect to the "Cycling Master Plan" but, on balance, supports the introduction of weekend parking fees. Option 2 would see the WCC delivering the Cycling Master Plan over a longer period of time (35-year period) and retaining free weekend parking. The Chamber is opposed to Option 2.

Outlined below are the Chamber's thoughts on the Cycling Master Plan and also the proposals to introduce weekend parking fees (p.29)

Discussion

As previously noted, Wellington's transport problems cannot be solved simply by building more roads, there is not the space. However, there is also little likelihood the number of cars entering Wellington will diminish any time soon. Therefore, recognising the inevitable, the Chamber has grave reservations the Cycling Master Plan could prove a practical solution to Wellington's traffic woes!

Cyclists - Cost contribution and ACC levies

In a submission to the WCC on its Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

"On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber's support of the overall proposal."

In our 2015/16 LTP submission we again suggested the introduction of some form of user pays or contribution system "such as bike parking discs or through a localised bike registration system."

In addition to the above, the Chambers also notes many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The Consultation Document clearly advocates for greater use of

cycling and other transport modes, such as walking. However, it is important the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than funded by other transport modes.

Over the past few years there have been moves to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists' cross-subsidisation of motorcyclists per se. Given the severity of many bicycle and motor cycle accidents, it is incumbent on ACC to investigate suitable ways to ensure all cyclists also pay their fair share of costs associated with road-related accidents.

ACC, correctly risk rates activities in the Work Account based on actual risk (not fault, as ACC is a no-fault scheme). This means a professional rugby player will pay significant ACC levies for ACC-related claims, given the relatively higher risk of injury to professional rugby players compared with individuals working in less risky environments, e.g. office workers.

A graphic from the ACC 2017-19 Levy Consultation document (see below) makes the degree of cross-subsidisation abundantly clear, something ACC itself acknowledges.

".....most of the funding for motorcycle injuries still comes from levies paid by other road users. The graphic below shows that in 2017/18 levy period, when the overall costs associated with motorcycle-related injuries are expected to be \$131 million, only \$28 million will be funded directly from levies paid by motorcyclists. The remaining \$103 million will be funded by other motor vehicle owners. On average this adds \$30 to the rego for all other vehicle types"



While the levy applying to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists and cyclists or any other road users through increased levies on motorists, when it is possible for the former to pay for their behaviour, is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which the previous Government promoted as a game changer in respect to ACC levy setting transparency.

The second part of Option 1 is: *“replace free on-street parking in the city centre during the weekend with a discounted (\$2.50 per hour) user pays weekend parking fee”*.

As the Discussion Document correctly states, “free” weekend parking was put in place some years ago to support the Wellington retail sector, as malls in Porirua and Lower Hutt offered free parking. In order to offset any resulting parking revenue losses, a special rate (Downtown Targeted Rates) of \$1.4 million is charged to city centre businesses. According to the WCC, the special rate is not fully recovering lost parking revenue through the special rate. The reality is the weekend ‘free’ parking isn’t actually free either – its paid for by all Wellington CBD businesses, even those that don’t benefit from it and who aren’t open on the weekend.

Before commenting specifically on the Downtown Targeted Rate, the Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems).

The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person’s consumption does not reduce others’ consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods.

Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

But while the beneficiaries of “free” public carparks will principally be the users of the service, it is accepted there are others who will also benefit, for example, from potentially more people coming into Wellington to shop. This might benefit the local shops, although the benefit will more likely be on the margin.

However, the targeted rate currently applies to all businesses within the targeted region meaning many CBD businesses currently pay the targeted rate for no personal benefit at all.

Free parking therefore is a direct subsidy for those currently able to access “free parking” on weekends, funded by the business community, often with little or no relationship to the person using the free carpark.

The free car parking issue also has implications for private sector investors in car parking facilities and makes it difficult to plan ahead with any degree of confidence if WCC policies are going to change.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options.

On balance, and in principle, the Chamber would support the introduction of charging for weekend parking, AND at the same time, the removal of the current Downtown targeted Rate of \$1.4 million for city centre businesses currently, and unjustifiably in most cases, subsidising free car parking.

We would strongly encourage officers to thoughtfully consider proposals as part of a wider CBD parking strategy and look to model pricing and time allocations based on the 'smart' parking data information that WCC has heavily invested in, as well as looking at other examples of how cities use their parking more flexibly in the weekend and after hour times. The Chamber would be interested to know how the parking charges in Auckland (where you can pay longer in some places) have taken and whether these ought to be considered for some places in Wellington/evening parking, for example for Friday night parking, and possible looking to extend this to a Saturday night, perhaps looking at a flat rate.

At the time free weekend parking was introduced there were serious attraction issues for people to come into the city, which is why it made some sense to have the down town levy (paid for by all businesses, not just hospitality and retail) pay for customer's parking. Now, we have the opposite issue – people want to visit and be in the city. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces.

On the issue of car parking shortages, the Chamber was disappointed in the recent outcome of the Whitmore Street traffic resolution, given there were viable options to retain car parking while introducing greater safety and traffic flow improvements. As we said in our submission to WCC on the matter, the Chamber will not support the removal of any more car parks until the council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Sustainable growth (p.32)

“Investing in economic projects that stimulate growth and diversification, and planning for population growth in ways that recognise the city's special character” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.34) the WCC is proposing (under Option 1) to increase the level of service in planning for growth (Strategic Planning, Comprehensive District Plan Review and Streamlined Consenting). The Chamber supports this increased investment and therefore supports Option 1 (p.16).

The second option concerns the key project of continuing with the proposal to develop a Movie Museum and Convention Centre on land adjacent to Te Papa. The projected construction cost is \$165 million, with \$25 million of funding support requested from central government.

The Chamber has actively supported the concept of a Movie Museum and Convention Centre but is concerned about apparent cost escalation over time.

While earlier costs associated with this project were projected to be lower and some involvement of the private sector would lower costs further, this appears to have changed with the ratepayer now seemingly projected to bear most of the burden (with strictly limited funding possible from central government).

The Chamber considers there is plenty of opportunity for the WCC to divest some of its asset base (e.g. share in the airport) and recycle it to pay for the Movie Museum and Convention Centre.

Notwithstanding the above, the Chamber would wish to see a lot more detail on how the Movie Museum and Convention Centre will be funded and the payback period for same (the business case) before actively supporting this proposal.

Discussion

It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have.

The importance of enhanced and fit for purpose infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move people between home and work and business-produced goods and services from farm gate and factory to point of embarkation efficiently, good infrastructure creates clear economic and social value for NZ. This applies equally in urban and rural environments as in national and local environments.

An emphasis on improving economic growth is fundamental if Wellingtonians in the future are to have the sort of lifestyle and standard of living most aspire to.

Notwithstanding the above, Council's role in sustainable growth should be ensuring barriers to growth, particularly regulatory barriers, are removed as far as possible, enabling the private sector to invest in sustainable development.

There is a two-fold problem with WCC investment in sustainable growth:

First, it may tend to crowd-out private sector investment;

Second, and perhaps even more importantly, it does not eliminate but simply transfers risk from the private sector to ratepayers or in some cases taxpayers.

Given the above, WCC should confine itself to ensuring remaining blockages to growth are reduced as far as possible, focusing rather on the core public good aspect of local council activity e.g. water, sewage and transport.

Notwithstanding the above, the Chamber believes local government has a crucial role in local and regional economic development and that within this there is a role for entities such as economic development agencies (EDAs).

In practice, the local government sector takes a variety of approaches to economic development. Some councils confine themselves to facilitation and advocacy, while others fund the generic promotion of cities/districts/regions and/or business and tourism.

The Chamber's view is that local government should focus on providing a better business environment in terms of the efficient and effective provision of infrastructure, regulation and public services, keeping the rates burden down. The emphasis should be on removing or reducing barriers to growth and development rather than picking winners for special treatment.

Generic promotion of business and tourism should be undertaken with the consent of business and tourism interests and funded by those sectors through targeted rates. Where economic development agencies are funded through targeted rates and/or business differentials, the funding sector(s) should be represented in both governance and decision-making when determining how the money will be spent.

We do not favour WCC providing support and services to business, especially in competition with the private sector. With EDAs, the starting point should be a focus on the future platform from which businesses might operate; economic development agencies should not step into a business development role that competes with the private sector. If there are gaps in the market, they should look to partner with the private sector rather than compete.

Where economic development agency activity extends beyond the "future platform" and specific sectors are pursued, this should be done in association with the sector. Some agencies are more activist in providing business support and/or picking winners, including providing services directly to businesses and/or running events often in competition with the private sector. If services are provided or business development pursued, this should be done in partnership with the private sector or in a way that helps the private sector build its capability in the region.

The Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information as to whether ratepayers are getting value for money or, more importantly, whether what EDAs are doing is crowding-out private sector initiatives.

Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement in the region (or lack of it).

The Chamber believes local EDAs should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate.

The Chamber also considers The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Arts and Culture (p.40)

“Investing in arts and culture to maintain our position internationally as a vibrant, edgy capital” (Consultation Document p.11)

The Chamber notes that under this section of the Consultation Document (p.42) the WCC is proposing (under Option 1) to invest in earthquake strengthening Council cultural facilities so they can support the arts and culture sector. These are St James Theatre (\$11.5 million), Town Hall (\$88.7 million), Wellington Museum (\$10 million) and other venues (\$7.5 million).

The Chamber partially supports Option 1, but questions the upgrade of the Town Hall. The Chamber is concerned about the potential cost escalation of this project over time to date and the potential payback, compared with the upgrade of the other facilities mentioned above.

Discussion

The Chamber believes there is some role for local government in advancing arts and culture as long as this role is not all-encompassing but is established on a principled basis and properly circumscribed. Any activity should relate directly back to the purpose statement in the Local Government Act 2002. As set out above, WCC must ensure it is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

With this in mind, the Chamber supports efforts to maintain Wellington’s reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said it sees the benefit of projects that increase visitor numbers in the region and strengthen Wellington’s cultural attractiveness. We are also conscious that feedback from the WCC/Chamber Business Forum,

held in March 2014, wanted Wellington to 'sweat its assets more', referring to the city's exhibitions and museums. Therefore consideration needs to be given to what will encourage an increase in bed nights and other tourist spending: adding more buildings to the offering or simply providing more exhibitions?

However, as we have said previously, care will need to be taken. WCC has a very good record with events attractions to-date but as competition from other cities increases, Wellington needs to be more strategic about how - and which - events it attracts. Wellington must avoid entering into a bidding war. With its central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Conclusion

As businesses are the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money. The Chamber has outlined a number of considerations in respect to the Council's five priority areas. The Chamber welcomes the opportunity to discuss our submission with the Council.

APPENDIX 1:

**Wellington Chamber of Commerce
Submission to the Wellington City Council on the 10-year Plan
pre-consultation activity
April 2018**

Introduction

The Wellington Chamber of Commerce (the Chamber) welcomes the opportunity to make a submission on the Wellington City Council (the Council) 10-year Plan pre-consultation activity.

The Chamber has been the voice of business in the Wellington region for 161 years since 1856 and advocates policies that reflect the interests of the business community, in both the city and region, and the development of the region's economy as a whole. The Chamber advocates the views of its members and obtains that view through regularly surveying members.

For the purposes of this submission, it is important to note that Wellington region businesses contribute significantly to the city and region's rate-take. Businesses pay 46 per cent of the total rates collected by Wellington City Council while making up only 21 per cent of the total rateable property. Regionally, businesses pay around one-third of the region's rates collected by Greater Wellington Regional Council. Further, Wellington businesses pay the highest proportion of rates of any town, city, or region in New Zealand, nearly 50 per cent higher than Auckland and nearly 100 per cent more than in Hamilton. Therefore as the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money.

The Chamber notes that the Council is seeking feedback on 5 issues on their pre-consultation activity, notified through the consultation and engagements tab on the Wellington City council website.

While the Chamber obviously welcomes the opportunity to have input before a draft 10-year plan goes out for wider consultation, it is disappointed that the pre-consultation provides little or no context for the 5 issues raised nor, perhaps more importantly, is there any discussion on the appropriate role of local government nor funding arrangements, both of which are crucial in the Chamber's view to ensuring that Council involvement in infrastructure and potential delivery of services is efficient. This is despite previous feedback provided to the Council on the "pre-pre" consultation exercise, undertaken over the December to January break.

The pre-consultation simply states that the following are the Council's priorities:

"Transport - *we needs a balanced, efficient and reliable transport system. It must work well with our natural and built environment, reduce congestion and pollution, and cope with rising numbers of commuters.*

Resilience and environment - *The November 2016 earthquake highlighted the importance of resilience. We are also vulnerable to the effects of climate change, in particular rising seas levels. We need to be stronger and better prepared.*

Arts and culture – *We need to secure our reputation as a centre of arts and culture. Cities compete globally for talent, and to continue to attract and support the best creative people and businesses, we must build on our strength and improve what we offer.*

Sustainable growth – *While our economy is in better shape than it was 3 years ago, we are still behind the New Zealand average and other major cities. We need to keep investing in areas that boost our economy, while also managing the impact of this growth. We must plan for a bigger population without losing the city's special character.*

Housing – *We want everyone to have access to quality affordable housing. With 50,000 to 80,000 more people expected to move here over the next 30 years, we need to find ways to increase and improve Wellington's housing stock."*

Given the above, the Chamber will also specifically include sections on the context of local government and funding arrangements, as it is important that these issue is addressed in an economically rational manner. As mentioned above, as the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money.

The Chambers would welcome the opportunity to discuss our pre-consultation submission with the Council. And the Chamber also looks forward to making submissions on the 10-year plan when it is released.

For ease of reference, this submission is divided into several sections, namely:

- *The context of local government*
- *Local government funding tools*
- *Transport*
- *Resilience and environment*
- *Sustainable growth*
- *Housing*
- *Arts and culture*

Section 1: The context of Local Government

Local government is an important part of New Zealand's economy. The 78 local authorities make up 4% of GDP. Local government is funded from a mixture of sources, with rates still being the predominant source of income. Currently, local government operating revenue amounts to around \$9.4 billion annually. Over \$5.5 billion (well over half) comes from rates.

The size of local government demands that it is financially responsible, transparent, and accountable to ratepayers.

Local government has a vital role to play in advancing the overall well-being of New Zealanders. However, that role is not all-encompassing but needs to be established on a principled basis and properly circumscribed.

The purpose statement under the Local Government Act 2002 required local government to focus on economic, social, environmental and cultural issues (the four "well-beings") and arguably resulted in a number of councils taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

More recent amendments to the Act (December 2012) removed the focus on the four well-beings and introduced instead a new purpose statement, namely: to meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

While there will always be debate around the words used in the purpose statement, the clear intention is that local government should stick to core activities to the extent practicable, with the emphasis on providing the goods and services (including infrastructure) that only local government can provide.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is that their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

Section 2: Local Government Funding Tools

The Chamber notes that several reports have identified problems with the future funding of local government infrastructure both in high population growth areas and areas where populations are either stagnant or declining and the rating base does not provide adequate funding.

In some respects this is a nice problem to have and shows that the NZ economy is delivering growth and employment opportunities for New Zealanders. However, such infrastructure does have to be funded. The 64 million dollar question (or should that now be the 64 billion dollar question) is how?

The business sector in Wellington pays just under half the city' rates bill and regionally business pay around a third of the region's rates bill, with the level of rates paid often entirely disproportionate to the level of services received. The situation is exacerbated by the generally wide use of business/commercial rating differentials despite strong evidence supporting their removal. Where the council has agreed to reduce such differentials, they have often been tardy in doing so, tending towards incremental change due to "expenditure pressures". Or conversely, other rating charges that fall on the business sector have been introduced or increased, with no or little reduction overall.

While rates will likely be the 'cornerstone' of local government for some time, they will need to be complemented and possibly eventually displaced by other revenue sources. This is to ensure that they better reflect the needs and costs of communities, noting that pricing mechanisms and availability of real-time data is improving by the day. Moreover, rating mechanisms are often a poor measure of costs imposed on (or benefits received from) local government.

Council should arguably receive better guidance on the use of available funding tools to ensure greater consistency across the country, underpinned by an economically principled approach to funding council activities. There should also be greater clarity in distinguishing among the following:

Appropriate pricing and user charges for local authority services. Charging for the use of private goods and services would bring greater efficiencies. For example, while some councils

charge for water and waste on a user-pays basis, many still fund such activities out of general rates, sending strictly limited signals to consumers as to the real costs associated with their behaviour.

Taxes imposed on a subset of a local authority's ratepayers to fund local public goods of clear benefit to subset members. There may be isolated cases where levying additional rates (taxes) on a particular class of ratepayers is appropriate, for example, where specific local public goods benefit a clearly defined subset of ratepayers such as schemes to control floods.

An appropriate tax to fund local public goods of benefit to all residents. The administrative costs of council operations could fall into this category, along with other public goods such as footpaths and street lighting.

Charges justified as internalising external costs imposed on people or firms. For example, these could include emission charges.

Rates, including targeted and differential rating.

Rates increases have many of the problems outlined in respect to regional fuel taxes (see below), including little relationship to the beneficiaries of transport networks. They would also impact adversely on the business sector given the significant rates differential the Wellington Council currently applies.

The business differential set by the Wellington Council is currently 2.8:1, meaning businesses are paying almost 3 times more in rates than households for the equivalent level of capital value. This differential is one of the highest in New Zealand.

Differential and targeted rating should be permitted only where a clearly identified community (such as a remote rural area) is provided with a distinctly different level of public goods from that of other ratepayers and the differential or targeted tax reflects the difference in the level of services. There should be an objective test in respect to 'benefits received' to ensure consistency of approach. However, in general, rates differentials, if used at all, should be used sparingly and not, as some councils have done, as a general revenue raising device, on unprincipled and unsubstantiated grounds.

Sometimes business sector differential rating is used on the unsubstantiated grounds that the sector benefits proportionally more from council services. A number of reports have found such thinking to be groundless, yet councils continue to apply significant differentials simply because they can and not on any principled economic basis. Where councils have agreed to reduce such differentials, the reduction has generally occurred at a snail's pace, councils being

mindful of not upsetting residential ratepayers who enjoy the advantages of a lower rates' burden courtesy of the business sector.

In the past, and indeed to a certain extent still today, a number of people have argued that businesses are advantaged relative to residential ratepayers because they can deduct rates for income tax purposes and claim a credit for GST paid on rates. Reputable economists have discredited these claims for the following reasons. First, a firm can only claim a tax deduction for rates because its income is subject to tax. Nobody could seriously argue it is an advantage to be subject to income tax. Second, a GST registered person or firm can claim a credit for GST paid on inputs because supplies (outputs) are subject to GST. The net GST collected is paid to Inland Revenue so there is no advantage for businesses.

Divestment of Assets

According to the Wellington City Council Long-term Plan 2015/16 (Section D: Final information – p.2) “Collectively, the city has \$6.5 billion invested in physical assets – everything from water, roads and footpaths (network assets) through to libraries and community halls (social assets). We spend around \$94 million per year to maintain and renew these assets.”

Wellington Airport is 34% owned by Wellington City Council. Of Wellington City ratepayers, the business community owns 21% of the total rateable property, and pays 46% of the total rate-take.

While a number of councils obtain significant investment income from revenue-generating assets, the justification for continued local authority ownership is weak. Some councils try to justify their exposure as a mechanism to reduce the general rates burden but this potentially puts ratepayers at risk should returns on assets be less than expectations. It also raises the problem of funding expansion for local authority-owned assets, with a potential tension between a council's desire for investment returns in the form of dividends and a company's asset base need for reinvestment and growth. Moreover, given that in general, private sector companies out-perform state-owned companies, logically, the private sector should be prepared to offer a premium on the current valuation of many local authority assets; hence ratepayers would receive a windfall gain from asset sales.

Arguably, local government can obtain debt funding at lower rates than some private sector participants but this does not justify local government involvement in the provision of private good infrastructure. Lower funding rates generally reflect a lower risk because, ultimately, local authorities can call on their ratepayers either to fund any shortfalls or to carry the risks of low investment returns. It is important to accept that local authority funding does not

eliminate risk but transfers it from the private sector (which is often better placed to manage risk) to ratepayers.

There would appear to be significant scope for councils to divest themselves of a number of commercial businesses where there is no sound continuing rationale for ratepayer ownership e.g. electricity lines businesses, airports and ports. This would free up significant funds either as returns to shareholders (i.e. ratepayers) or to invest in core local public goods activity. The difficult part is encouraging local councils to voluntarily give up commercial activities, without either covert or overt pressure from central government.

Other alternative funding mechanisms

The public-private partnership (PPP) model is well suited to meeting infrastructure needs – private partners can cover a project's upfront costs while recovering them over time from those who use it. Consideration should be given to greater private sector participation in the role of infrastructure development, operation and service provision.

Local councils could also make much more use of debt since existing ratepayers should not be required to fund future users (beneficiaries) who will also derive benefits from current "lumpy" investments such as roads as these often span more than the present generation of ratepayers. Clear funding principles based on intergenerational equity are required to ensure funding reflects the real costs and benefits derived from assets which have a long-life and high sunk costs.

Other options could include greater use of council balance sheets to fund new expenditure. It appears councils are currently constrained on debt financing where a local authority owns the infrastructure. In such cases new infrastructure can be debt-funded only on the basis of a multiple of existing income. But the development of long-life assets is not necessarily constrained to the same degree if infrastructure is in a Council Controlled Trading Organisation (CCTO) or other commercial structure.

It might also be possible to provide for more, what are in effect, "government to government" joint funding initiatives, where assets are transferred between government agencies to boost balance sheets, e.g. the Accident Compensation Corporation (ACC) and the New Zealand Superfund purchasing a stake in KiwiBank. It is possible some local government assets could be commercially acceptable to private sector investors. However, given general public resistance and the Government's effective commitment to no more substantial asset sales, "government to government" transfer might be another mechanism officials could explore further.

Greater private sector participation in infrastructure development, operation and service provision should also be considered in this context.

Section 3: Transport

The Chamber consider that one of the key issues which should drive determination for transport options should be on bringing benefits for national economic growth and productivity. Without a strongly growing economy and efficient transport services, New Zealanders cannot hope to achieve the standards of living they aspire to, or for Government (taxpayers) to fund the types of services, including health and education that NZ has become accustomed to.

The Chamber have been closely following developments to improvements to Wellington's transport network and has continuously advocated for a more efficient and fit for purpose transport regime, both in the city and in terms of the broader movement of freight and people within the Wellington region.

In our recent survey to the Let's Get Wellington Moving (LGWM) Working Group proposals (December 2017), 96.86% (more than 600 respondents) agreed that Wellington's transport system needs further development and investment. While we know that there are many views within our membership, the survey saw that over half, 54%, of respondents favouring Scenario D (the most comprehensive scenario), with 90% supporting a solution that includes resolving the issues at the Basin Reserve and introducing grade separation.

Scenario D would deliver the most benefits, including travel time savings and opportunities to regenerate and develop the city, and builds the infrastructure that Wellington needs to make our transport network work. There is a clear need to fix the current issues that under-investment and poor planning has created to date, and gets it right going forward by planning ahead.

To further understand the support for scenario D, members were asked a range of questions, including the potential benefits to their own businesses, along with other businesses in the region. In total, 642 responses were received. The Chamber would be happy to send the Council copy of the survey questionnaire, and Analysis of the Survey results if they would find that helpful.

Chamber members emphasised the following points in the survey responses received:

- Ensure there is a balance so there is adequate accommodation for the movement of all modal users, in particular for the movement of goods and services.

- Reduce congestion.
- Ensure the growth and development of Wellington.
- Encourage use of and ensure that Public Transport is efficient and quick.
- Ensure better access to the Airport both northbound and southbound.
- Ensure better access around the Basin.
- Acknowledge that trade-offs may be 'car parking close to destination' and 'private vehicle access to the inner city'.
- Have a focus on the longer term.
- Ensure that options are future-proofed for mass transit, vehicles and automation.
- There is no doubt a need for a more robust benefit/cost analysis is required to provide for greater transparency and consistency.

One of the media releases that accompanied the launch of the scenarios on 15th November 2017 basically outlined this fact by stating in the title: "Scenarios aim to move more people without more vehicles." While it is important to accept the analysis undertaken by the LGWM that we cannot solve Wellington's transport problems by just building more roads because we don't have the space, we need to accept that there will likely be increased numbers of vehicles entering the city, given increased population, but perhaps more importantly, a number of roading projects currently under way that will facilitate more vehicles entering Wellington city whether officials and planners like it or not.

While what's proposed stops at Ngauranga Gorge we know what happens beyond this area impacts the entire Wellington region - getting to, from and around our entire transport network. What happens in the central city is crucial for many commuters who live outside the central city but commute to work, given that the central city has the highest concentration of jobs. As the consultation documents correctly state, many people who live outside Wellington city travel to, from, and through the central city for work, leisure, to shop and to get to the airport or hospital. What happens in the central city has an impact on people and communities throughout the region. There are also a number of wider regional transport improvements that are required to maximise the efficiency of the entire regional transport network, and we would support the progress of these routes.

Given the need to plan ahead, given lead times for projects – up to 10 years plus for Scenario D, this would suggest that Scenario D is probably the minimum that is required to try and future proof Wellington's transport network to cope with further population growth and associated services which will be required. Ad hoc and minimalist approaches are unlikely to cut the mustard which suggests a bold approach is required, despite the higher price tag associated with a more comprehensive solution such as proposed in Scenario D. Leaving the opportunity for future mass transit (including the possibly of light rail in the future) would seem to make logical sense when implementing the corridor of change as outlined in Scenario D. Scenario A is for all intents and purposes minor tinkering with the status quo, while

Scenario's B and C are only really band-aid approaches to the wider concerns of moving through the corridor from the Ngauranga Gorge through to the airport.

In summary, the Chamber LGWM submission supported the following:

- The intention to prioritise public transport, while ensuring that there is a balance to adequately accommodate movement of all modal users, in particular for the movement of goods and services.
- Reduce speed limits in the central city, while noting that lowering speed limits could actually lead to perverse outcomes and unsafe behaviour, requiring mitigation.
- Prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the city for all modal users.
- Build an extra Mt Victoria tunnel and separate east-west traffic from other movements at the Basin Reserve to deliver faster and more reliable public transport connections, including mass transit to Newtown and the airport.
- Build a new city tunnel under parts of Te Aro to reduce modal conflicts
- Build an extra Terrace Tunnel to improve access to and from the north and reduce traffic on the waterfront quays and through the central city, making it easier to access the waterfront.
- The need to ensure that the opportunity for future mass transit (including the possibly of light rail) when implementing the corridor of change as outlined in Scenario D of the LGWM consultation papers.

Respondents to the Chamber survey were also asked about how they would fund the project scenarios outlined in the LGWM consultation papers. Suggestions were provided and respondents could answer more than once. Just over three quarters opted for a model that included some form of taxpayer funding. Other funding options were supported, with 48.35% of responses supporting road tolling, 36.58% a regional petrol tax, 33.59% congestion charging, 25.27% divestment of council owned assets and 22% supported an increase to rates. Other responses included incentivising car-pooling, PPPs, council-backed bonds, more efficient public expenditure. Reasons respondents supported a mix of funding options. We believe that this was driven by the view that it was better to spread the additional funding impost most broadly. Respondents also supported changes that would incentivise motorists to switch to mass transit modes or vehicle share. Respondents also accepted that the purported benefits of the scenarios justified the collection of additional funding, such as rates or other levies.

It is noted that in respect to transport, some modes currently pay a disproportionate share of the costs associated with transport, while others pay very little.

In a submission to the Wellington City Council on their Draft Cycling Framework (2015), the Wellington Chamber of Commerce stated that:

“On the topic of costs, the Council will know from previous submissions that the Chamber advocates for fiscal responsibility by the Council and would encourage the Council to prepare a clear business case and cost benefit analysis with a good return on investment, before applying the \$40 million funding to these projects. As part of this business case, the Chamber would suggest that the Council consider a user-pays system or a cyclist registration system which would see the costs, even if a small contribution, of the project passed on to those who will most benefit. The introduction of such a system would be critical for the Chamber’s support of the overall proposal.”

In addition to the above, the Chambers also note that many road users, principally cyclists, effectively pay nothing towards the cost of on-road accidents (apart from those adjudged as being work-related, e.g. cycle couriers), while motorcyclists continue to be grossly subsidised by motor vehicle owners. The consultation documents clearly advocate for greater use of cycling and other transport modes, such as walking. However, it is important that the risks and costs associated with alternative transport modes are clearly understood and internalised to the users, rather than being funded by other transport modes.

There have been moves over the past few years to reduce Motor Vehicle Account cross-subsidisation but these have been tentative, to say the least, focusing mainly on removing some of the distortions within each vehicle class (e.g. between small and large motorcycles) rather than dealing with motorists’ cross-subsidisation of motorcyclists per se. Given the severity of many cycle accidents on our roads, it is incumbent on ACC to investigate suitable ways to ensure cyclists also pay their fair share of costs associated with road-related accidents.

While the levy that would apply to actual claims costs would be relatively high (relative to current subsidised rates), we nevertheless consider rates should be more progressively based on risk. However, it is acknowledged that it might take a number of years to achieve true risk-based levies for motorcycle owners.

Continuing to cross-subsidise motorcyclists, or any other road users (e.g. cyclists) where it is practicable for them to pay for their behaviour, through increased levies on other motorists is both unjustified and defeats many of the principles the ACC Board states are upheld in the levy setting process. Of more fundamental concern, this cross-subsidisation tends to defeat the important object of greater transparency provided for in the Accident Compensation (Financial Responsibility and Transparency) Amendment Act which was promoted by the previous Government as a game changer in respect to ACC levy setting transparency.

Tolling and congestion charges

The Chamber has long supported moves to allow tolling, public private partnerships (PPPs), and other investment options for urgently-needed high cost road transport for which there is significant community support. The Independent Inquiry into Local Government Rates recommended that central government remove legislative barriers to the funding of transport projects through the use of tolls⁶. Furthermore, as noted earlier, 48.35% of Chamber responses supported road tolling as part of the LGWM survey mentioned earlier.

Tolling would likely ensure that people (particularly road users) could seriously question the value of particular projects since the cost would be transparent and up-front. This would put more heat on decision-makers to ensure only efficient transport options made the grade rather than 'nice to have' projects.

There can be misunderstanding on the nature of tolling in respect to congestion charging and tolling in respect to paying for new roads. Tolling for new roads and congestion charging are, in effect, two totally different concepts and need to be treated as such rather than lumped together.

In effect, congestion charging is a system of charging users to effectively manage demand (the same as peak pricing in respect to the electricity sector). This pricing strategy makes it possible to manage congestion without increasing supply. Market economic theory, which encompasses the congestion pricing concept, believes that users will be forced to pay for the negative externalities they create, making them conscious of the costs they impose upon each other when consuming during peak demand. It is not, as such, a pricing mechanism that should necessarily be used to pay for new roads. This has been one of the main concerns of road users and taxpayers around the world in the use of congestion charging regimes.

Notwithstanding general support for tolling as the most efficient mechanism for funding new roads, we would oppose the use of tolling on existing roads to subsidise new roads, because to all intents and purposes this would be double taxation (paying twice for assets that have arguably already been paid for). Tolls should apply only to new roads so that the public and road users are well aware in advance of total costs and understand the trade-offs required for infrastructure development. Funding cost through the use of a wide range of funding mechanisms well beyond tolling new roads (e.g. rates hikes, regional fuel taxes etc.) waters down the signals that should be sent to road users as to the true costs associated with various transport options.

⁶ *Funding Local Government*, report of the Local Government Rates Inquiry (August 2007). See discussion on pages 157-158 of the Report and Recommendation 21.

Regional fuel taxes

Regional fuel taxes have significant problems, potentially raising compliance issues for business (particularly in seeking the claim refunds for diesel used for industrial purposes), while regional boundaries could affect suppliers of fuel by encouraging some businesses to avoid the tax by refuelling outside the boundary. Moreover, there is the possibility that not all the fuel tax will be available for roading projects with some going to other transport options. Greater clarity is required as to how the money collected would be spent. We believe robust processes and consultation are needed to ensure that any funding spent be soundly based.

Fuel taxes (and also rates) would not necessarily signal to motorists the costs associated with new infrastructure but rather blur them significantly. This is unlike tolling, where the costs would be front of mind for the motorist rather than hidden and not necessarily paid for by those benefitting most from the roading network.

Furthermore, using national fuel taxes only in one region would undermine a key policy of ensuring tax neutrality and would benefit that region at the expense of all other regions.

Despite their significant weaknesses outlined above, in the absence of tolling, congestion pricing and the like, regional taxes are likely to be better than expanding the rates tax. Rates tax expansion would disproportionately impact on the business sector, principally because of the wide use of rates differentials as outlined earlier.

Section 4: Resilience and Environment

It is important to ensure that key infrastructure (transport, water and waste, energy etc) designed in such a way that it can still be functional and resilient if adverse events occur.

While no one is suggesting that a gold-plated scenario is appropriate for Wellington (or anywhere else in New Zealand, for that matter), it is important that the infrastructure system are designed and delivered in such a way that it can still be functional if adverse events (e.g. earthquake etc.) strike. Effective risk management strategies are important for New Zealand as a whole (as we have seen in respect to the impact of earthquakes in the South Island), but also particularly in respect of Wellington, where the risks are well known and lessons can be taken from other parts of the country in terms of building resilience.

Notwithstanding the above, it is accepted that resources are limited and risk cannot be completely eliminated, not at least without great cost, and probably not even then. While it may be possible to reduce risk, beyond a certain point, the marginal cost of taking action becomes progressively higher, while the potential returns diminish.

As a general principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will over-consume resources if they can shift costs on to third parties. Management of risk is no different in this respect. If individuals are to make rational decisions in respect to risk, they should ideally bear the associated costs (and benefits). However, it is accepted that just about every activity in life has some externalities (either positive or negative) and it is impossible in most respects to totally internalise costs (and benefits) at least with greater cost. The key is to ensure that costs and benefits are internalised to a reasonable degree.

With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether or not those risks can be managed by individuals and businesses.

Given the above, it is important that individuals and businesses are fully aware of the risks associated with their actions (in non-actions) to ensure that they make informed decisions in respect to the management of risk. This requires scientifically soundly based information in order to successfully manage known hazards and to ensure that individuals and businesses do not simply pass on the costs associated with (in hindsight) bad decisions which have ultimately paid for by the wider community (ratepayers generally).

Given that markets are generally faster at self-correcting than government intervention, the onus of proof must be on government to prove beyond doubt that the benefits of intervention exceed the costs, including unintended costs associated with regulation (such as cost escalation).

Without sound information based in known science, there will be a tendency for local authorities to take an unduly cautious approach to the management of hazards which may have unintended consequences, including restricting the ability of individuals and firms to engage in productive activity. This is entirely natural given the incentives facing local councils, particularly if liability of adverse outcomes falls back on councils as has been the case in respect to a number of activities. A number of examples to date (some of which are outlined below) would suggest that local authorities are taking a much more precautionary approach to the management of risk and hazards, mainly because of the fact that at the end of the day, if anything goes wrong, individuals and businesses are inclined to point the finger at councils for allowing them to undertake certain activities and hence compensation for loss (or remedial action) tends to get placed on Councils (ratepayers rather than on the individual and business making particular decisions).

It should be noted that regulators generally have strong incentives to minimise their own risk by imposing higher standards than might arguably be justified. Because regulators do not

bear the costs associated with their decisions (costs will ultimately be passed on to consumers), they may well over-regulate rather than be aware of, or adequately consider, the cost/quality trade-offs consumers are willing to make. Given that each individual is unique, individuals will generally have different risk profiles, with some willing to pay considerable amounts of money to minimise risk while others will want to invest little in reducing real or perceived risk.

The economic perspective of risk stresses two ideas:

- c. more resources, including time and money, are needed to reduce risk; and
- d. people (through their actions) have a desired level of risk that is well short of zero, because of what they must give up in terms of increased cost or of other desirable considerations.

It is not a case of eliminating risk, to do so would be to effectively close down all productive activity.

Often market-based mechanisms for determining risk will be far more effective than council-controlled outcomes and will fairly reflect the actual risk associated with hazards. For example, in a competitive insurance market, individuals and businesses seek competitive quotes in dealing with hazardous situations. In some cases insurers may be unwilling to insure a building at all if the situation is considered too hazardous. This approach naturally incentivises people to assess the costs and benefits of building in areas where natural hazards have been identified.

There are a number of instances in the hazard management area where local government controls will not only impact on the property rights of existing landowners but will seriously restrict available land for housing development, increasing the cost of available housing and as a result, rental prices. But it doesn't end there, as concerns about housing prices will ultimately be reflected in higher interest rates as the Reserve Bank attempts to ensure that inflation remains within its target band of 1-3 percent.

Residents in the Kapiti Coast District Council area fought proposals to place new "hazard lines" (from the Lim report) on about 1800 properties along the coast, sparking fears that the lines will affect valuations and insurance.

If implemented, these proposals would not only have seriously impacted on the value of the land in question due to questionable analysis, but by placing restrictions on the ability of affected residents to expand beyond their current property footprint.

Putting aside the debate as to whether the erosion hazard identified by the Council is within the reasonable bounds of probability, even if the erosion eventuates, the risks will largely be borne by people whose residences are on or close to the foreshore. Arguably, the “risks” of further erosion will affect these individuals in the sense that their property values may decline and/or they will no longer be able to secure insurance, at least not without greater cost. It is hard to see how such an outcome (even if unlikely, according to some sources) would involve adverse effects on external parties of such a magnitude as to justify the Council’s draconian response.

Notwithstanding the above, in order for individuals and business to make rational decisions in respect to risk and hazards they need to have sound information in order to assess risk, and how best to manage that risk. Incomplete or sub-standard information is likely to result in sub-optimal decision-making, by individuals, businesses, and insurance companies.

The nature of insurance is to price insurance according to risk while the nature of insurance is to pool risk within similar risk categories. In order for insurance markets to operate effectively, it is important that the nature of risk is well understood so that it can be priced accordingly.

There is no reason why councils should be unnecessarily concerned about hazard issues in respect to land use provided the externalities associated with any adverse event will be internalized as much as possible (e.g. the parties involved in building on flood plains or whatever are responsible for any adverse impacts associated with their behaviour).

This general principle has been upheld in a decision of the Environment Court where essentially the property-owners wished to build a house on land which could be prone to flooding. The view of the court was that:

“We have thought carefully about the way in which Mr and Mrs Holt have said they understand and will accept the risk of flooding of their property at 96 Stornoway Street, Karitane. We do not believe they are being foolhardy in proposing to build and live in a house on the property, but have assessed the probabilities rationally. There comes a point where a consent authority should not be paternalistic (at least not under the RMA) but leave people to be responsible for themselves, provided that does not place the moral hazard of things going wrong on other people.”⁷

⁷ Judge Jackson and Commissioner Manning in the case of Otago Regional Council v Dunedin City Council and BS and RG Holt [2010] NZEnvC 120, page 4.

Notwithstanding the above, the importance of having sound information to assess risk and manage hazard is fundamental. With greater and more precise information, local councils will be able to more accurately determine the nature of the risk and whether or not those risks can be managed by individuals and businesses. Any role of local councils in the management of risk and hazards need to be clearly targeted at those issues clearly identified where the costs and benefits are not internalised. Many current examples, as outlined above do not meet this test.

Earthquake risk and readiness

While it goes without saying that the “benefits of regulation must outweigh the costs” if regulation is to be justified, it is also important to analyse not only total costs and benefits (including potential unintended costs and/or benefits) but also where these expected costs and benefits might fall. For example, if the benefits are widely dispersed but the costs fall disproportionately on one group (in this case building owners), there may be a case for compensation for that particular group or at least for the provision of a reasonable length of time in which to change systems, processes or whatever may be causing significant externalities. Therefore, the impact of regulations on particular industry sectors and firms within sectors needs careful consideration.

Insurance companies are already re-pricing risk. Riskier, more earthquake-prone buildings are attracting higher premiums and this will automatically lead to building owners either strengthening their buildings or demolishing them. Tenants are now also much more aware of risk when deciding where to rent. Regulatory requirement on top of this situation – giving building owners time limits to upgrade or demolish – are proving extremely costly and difficult for some building owners, including local councils and smaller communities with older, heritage or low-yield buildings – despite some assistance from local and central government.

The Chamber considers that there is a strong case for paying compensation to building owners for required upgrades since the benefit is more to the public at large than to individual building owners. Further, by the stroke of a regulatory pen many buildings will effectively become worthless unless they can be upgraded within the timeframes proposed. Another good reason why compensation should be paid.

Energy

A number of countries and companies are looking at different alternatives to traditional supplies of energy such as micro grids and virtual power plants for areas at risk from natural disaster or operating at the fringe of the grid, where infrastructure costs are prohibitive. Other approaches such as testing battery storage systems and advanced solar inverters are also taking place as trials in parts of Australia and also Japan. No doubt other countries will

also be investigating in such alternatives as a means of managing risk, whether that be in relation to natural disasters (earthquakes, floods etc) or to manage growth in isolated areas.

It is noted that locally, energy generator and retailer, Contact Energy, has joined forces with Wellington Electricity and the Council to install solar and battery systems in a number of homes so residents can continue to use electricity even if the electricity grid suffers an outage.

The technology will allow the resident to harness the power of the network of solar generation and batteries and be rewarded for the energy they produce when the electricity grid is under pressure at peak times. It could also be used as a community asset in case of emergencies such as a major earthquake.

Water

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.

Ports

There is potential for the Wellington Port to act as a crucial hub in which it is linked to both the interisland ferries, the railway station and other related infrastructure. Given the fact that seismic activity particularly affected port activity requires careful consideration to ensure that links to the port are enhanced and resilient to, in particular, natural risks (e.g. earthquakes). Again, lessons can probably be usefully learned from other ports which suffered significant damage as a result of earthquakes (e.g. Lyttleton), along with best practice approaches to dealing with access issues.

The port is a key connector as the interisland hub, connecting New Zealand's North and South Islands. There is also an ongoing need to improve roading and rail access to the port in order to enable this movement of shipping cargo, and we encourage that a solution be worked

towards. There is potential for the port to act as a crucial hub given how it is linked to both the interisland ferries, the railway station and other related infrastructure.

Section 5: Sustainable growth

It is no coincidence that those countries with the highest increase in economic growth rates and in particular, the highest per capita incomes generally, are able to address environmental issues and develop technologies aimed at improving both environmental and social outcomes. Economic growth provides countries with choices that those with low levels of growth simply do not have.

The importance of enhanced and fit for purposes infrastructure as a key driver of economic growth, enhanced productivity and competitiveness, and social well-being is well established. Good infrastructure can also deliver a more cohesive society. By ensuring, for example, global connectedness and the ability to move, efficiently, people between home and work and business-produced goods and services from farm gate and factory to point of embarkation, good infrastructure creates clear economic and social value for NZ. This equally applies in urban and rural environments, and national and local environments.

An emphasis on improving economic growth is fundamental if Wellingtonians are to have the sort of lifestyle and standard of living in the future that most aspire to.

Role of Economic Development Agencies (EDAs)

In its deliberations and discussions with various groups the Chamber has found collaboration between central and local government is not necessarily at the level it should be (although the reasons for this are not necessarily obvious or always the same). Within regions, agencies assisting in regional development are often fragmented, lacking in scale and often have ill-defined or even non-existent objectives. Either that, or objectives that cannot be measured to determine if ratepayers and taxpayers are getting value for money.

Clearly, local government amalgamation is off the political radar for the foreseeable future but there is significant potential for the sharing and choreographing of services, ensuring ratepayers are getting value for money but also ensuring that the private sector is not crowded-out.

The Chamber notes that New Zealand-wide, several hundred million is spent on regional development but with little information on whether ratepayers are getting value for money or, more importantly, what EDAs should be doing that does not “crowd-out” private sector initiatives.

Not only must EDAs be joined up in a more coordinated fashion, their role and key Performance Indicators (KPI) must be rigorous, measured and clearly understood by ratepayers. Current indicators, e.g. measures of GDP per capita per region, do not necessarily relate well to EDAs' degree of involvement (or lack of it).

The Chamber believes that the local EDA should be encouraged to build scale and capability through shared services within the macro region and/or regions with compatible geographical areas. This might be something the Local Government Commission (LGC) could help to facilitate.

Secondly, the Chamber considers that The Treasury (perhaps assisted by the Office of the Auditor General and/or NZ Productivity Commission) should develop a set of benchmark indicators relevant to the role of EDAs. The Chamber could assist in testing these indicators.

Section 6: Housing

Planners and regulators cannot be expected to keep up with market changes as quickly as market participants can. The Chamber advocates the need for a more market-based approach to housing provision, as this is more responsive and flexible than a planning approach. Home-owners and businesses are best placed to make choices reflecting their needs and wants rather than having planners make decisions for them. A basic test of any useful regulatory regime is that it is resilient and can automatically respond to changes in supply and demand conditions.

The Chamber considers that as long as developers pay the economic and environmental costs of associated infrastructure, development should be allowed wherever businesses and homeowners choose to build.

The Chamber considers householders should have greater responsibility for identifying and managing the risks associated with land use, rather than spreading the risks across all ratepayers and in some cases, central government. This would allow for increased housing development and in time should result in increased affordability.

For many years there has been a clear case of regulatory failure with planning, causing much of the current cost escalation of sections and the rapid decoupling of land values inside and outside metropolitan urban limits.

The shortage of appropriately zoned and serviced land for both residential and business development has been decades in the making; it is not necessarily the result of current council activity but of successive councils using the 25-year-old Resource Management Act (RMA) in a way contrary to that intended. It was to have been enabling. It has been used to restrict.

The real problem is that as long as planners constrain land supply, the price of land zoned urban will remain well above that of the same or equivalent rural-zoned land. Consequently, their many “planning” dislocations and unintended absurdities will continue.

Land use allocation can be developed according to any number of principles but ideally, like any allocation of natural resources, the underlying principles should encourage an efficient allocation of resources (i.e. encouraging land use to gravitate to its most highly valued use).

Section 7: Arts and Culture

The Chamber believes there is some role for local government has to play in advancing arts and culture, so long as the role is not all-encompassing but needs to be established on a principled basis and properly circumscribed. Any activity should directly relate back to the purpose statement under the Local Government Act 2002. As set out above, council must ensure that is not taking on, or investing in, too many non-essential activities, exposing ratepayers to unnecessary risk and costs.

Council must meet the current and future needs of communities for good quality infrastructure, local public services, and the performance of regulatory functions in a way that is most cost-effective for households and businesses.

The Chamber considers it desirable for local government to focus on the provision of local public goods, since the likelihood is that their provision will otherwise be inadequate. There is little incentive for the private sector to provide goods and services where the return on investment is likely to be low or in the worst case, non-existent.

With this in mind the Chamber supports efforts to maintain Wellington’s reputation as the arts, cultural and events capital. A good example of this may be the dual purpose convention centre/movie museum project. The Chamber has previously said that we see the benefit of projects to will increase visitor numbers for the region and strengthen Wellington’s cultural attractiveness. We are also conscious that feedback from the Business Forum, held in March 2014 with the council, gave the feedback that Wellington need to ‘sweat its assets more’ regarding our exhibitions and museums. With this in mind, we consider whether adding buildings or simply exhibitions to the offering will encourage the increase to bed nights and other tourist spending.

However, care will need to be taken. The council has a very good record with events attractions to-date but as competition from other cities to host events increases, Wellington needs to be clever in how and which events it attracts. With Auckland having recently announced increased expenditure on events attraction, Wellington must avoid entering into

a bidding war. With Wellington's central location and domestic flights, Wellington has a genuine advantage without resorting to an expensive attraction budget. Often relatively low-key events can be lucrative. We support continued tourism promotion and investment in key recreational and cultural attractions.

Conclusion

As businesses are the largest contributor to Wellington City's and Wellington region's rate-take, and paying the highest proportion in the country, businesses have a real stake in what happens with that money. The Chamber welcomes the opportunity to discuss our pre-consultation submission with the Council. And the Chamber also looks forward to making submissions on the 10-year plan when it is released.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Brown		Newtown School	presentation

Support summary

AGREE TO SPENDING	PRIORITY 1-5:
Not answered	Not answered

Resilience and environment summary

Water storage capacity and network improvements	Not answered
Wastewater network improvements	Not answered
Tawa and Miramar Peninsula stormwater network improvements	Not answered
Built Heritage Incentive Fund (BHIF)	Not answered
Building accelerometers	Not answered
Predator Free Wellington	Not answered
Community-led trapping	Not answered
Resilience of the transport corridor	Not answered
Security of water supply	Not answered
Waste management and minimisation	Not answered
Storm clean-up	Not answered
Adding land to the Wellington Town Belt	Not answered
Do you have any other comments?	

Housing summary

The Strategic Housing Investment Plan (SHIP)	Not answered
Wellington Housing Strategy	Not answered
Special Housing Areas	Not answered
Inner City Building Conversion	Not answered
Special Housing Vehicle	Not answered
Rental Warrant of Fitness	Not answered
Te Whare Oki Oki	Not answered

Do you have any other comments?

Transport summary

Cycling Master Plan	Not answered
Introduction of weekend parking fees	Not answered
Let's Get Wellington Moving	Not answered
Transport-related initiatives	Not answered

Do you have any other comments?

Sustainable growth summary

Planning for growth	Not answered
Movie Museum and Convention Centre	Not answered
Kiwi Point Quarry life extension	Not answered
Wellington Zoo upgrades	Not answered

Do you have any other comments?

Arts and culture summary

Strengthening cultural facilities	Not answered
Additional support for the arts	Not answered
Investment in the arts	Not answered

Do you have any other comments?

Other priorities

Is there anything else you think WCC should be prioritising over the next 10 years?

Comments:

Other comments

Would you like to make any further comments to support your overall submission?

Comments:
