
UPDATED SCHEDULE

ORAL HEARINGS 2014/15 DRAFT ANNUAL PLAN

WEDNESDAY 26 MARCH 2014, 9.15AM

Time	Name	Organisation	Sub No	Page
9.15am	Barry Helberg	New Zealand Retailers Association Inc	621	247
9.25am	Ibrahim Omer	-	515	249
9.25am	Janet Miller		418	Attached
9.30am	Peter Reinmann	Treslissick Park Group	167	252
9.40am	Alastair Smith	Great Harbour Way/ Te Aranui o Poneke Trust	170	255
9.50am	Gary Moller		302	258
9.55am	Lynn Jordon	Health Professional Opposing Fluoridation	420	268
10.05am	Eileen Brown	New Zealand Council of Trade Unions - Te Kauae Kaimahi	350	282
10.15am	Betsan Martin	Methodist Public Issues	510	Attached
10.20am	Buffer			
10.30am	Morning Tea			
10.45am	Mary Bryne	Flouride Action Network	443	292
10.55am	Ruth Paul	Makara Model School	204	335
11.00am	Rosamund Averton		35	350
11.10am	Pat McNair (Lynn Jordon will be showing video)	FANNZ, HFNZ, SWANZ, PRAWI and Fluoride Free Hamilton	33	368
11.15am	Shaun Obrien		578	370
11.20am	Stan Litras	Fluoride Information Network for Dentists	117	371
11.30am	Buffer			
11.35am	Lucy Briant		623	376
11.40am	Charlie Clark		429	377
11.45am	Pat Buckley		534	391
11.50am	Julie Buckley		536	403
11.55am	Ashley Burgess	Wellington Off Road Riding	424	415
12.05pm	Chris Coles	Wellington Library Coalition	458	421
12.15pm	Chris Wilson		390	423
12.20pm	Young Paul	Generation Zero	391	429
12.30pm	Ellen Blake	Living Street Aoteroa	483	434

Introduction

Wellington City Council's 2014/15 Draft Annual Plan

Thank you for making a submission on the Wellington City Council's draft Annual Plan for 2014/15.

Consultation runs until 5.00pm Tuesday 11 March 2014.

Privacy Statement

Note: all submissions (including name and contact details) are published and made available to elected members and the public. Personal information will be used for the administration of the consultation process. All information will be held by Wellington City Council, 101 Wakefield Street, and submitters have the right to access and correct personal information.

Submitter Details

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- Submitter
 Agent
 Both

Submission

Wellington City Council's 2014/15 Draft Annual Plan

Thank you for making a submission on the Wellington City Council's draft Annual Plan for 2014/15.

For each of the proposals below you can click the heading link to view more information. The full plan and summary of what's proposed are available online here: [2014/15 Draft Annual Plan](#).

Consultation runs until 5.00pm Tuesday 11 March 2014.

[What's new or changed](#)

Our 2012-22 Long-term Plan contained a number of projects to be undertaken in 2014/15 across the range of Council services. We are now proposing to make changes to some of the things we had planned, and we want to know what you think about these.

Proposal	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
<i>What:</i> We plan to invest more in cycling improvements and make this a priority. This includes improving major commuter cycle routes (eg Island Bay to the CBD) and putting in more green waiting areas (advanced cycle stop boxes) and feeder lanes at busy intersections	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>Why:</i> To make cycling in Wellington safer, easier and more convenient					

Cost: Increase to \$4.20m in 2014/15 (an extra \$3.25m)

What: Lower development compliance costs, more efficient Council processes and other changes



Why: To encourage more development – in particular, more quality buildings

Cost: There will be no increased costs in 2014/15

What: Incentives to strengthen quake-prone buildings



Why: A 'do now' option while the Council works with the Government and other organisations on the feasibility of other financial assistance schemes for building owners

Cost: Total expected rates remission \$308,000 in 2014/15. This cost will be spread across all ratepayers

An increase for Council-controlled organisations and contractors is being considered

The Council has committed to a living wage-rate for its staff and is considering it for employees of Council-controlled organisations and contractors that provide Council services. The Living Wage movement aims to reduce poverty and inequality through lifting the wages of the lowest paid.

We propose to direct our Council-controlled organisations, through the statement of intent process, to consider how they would introduce a living wage-rate for their staff and report back to us as part of the 2015-25 Long-term Plan process. Further work will be done on the best way to implement a living wage-rate for employees of Council contractors.

The costs of applying a living wage-rate to these organisations has not been finalised but would be well in excess of \$2 million a year. While it is anticipated that some costs would be offset through improved productivity or savings, the majority would require new funding. The likely options to meet the costs of that are:

- increases or introduction of fees
- increases in rates
- reductions in services.

Do you agree that the Council should introduce a living wage-rate for staff of Council-controlled organisations or Council contractors? [select one]

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

How should the costs of introducing a living wage-rate for staff of Council-controlled organisations or Council contractors be funded?

[tick as many as apply]

- increases or introduction of fees
- increases in rates
- reductions in services.

Investment in growth centres

Our goal is to direct growth along a 'spine' from Johnsonville in the north, through the CBD, to Kilbirnie.

Proposal	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
<p><i>What:</i> Johnsonville roading improvements <i>Why:</i> To improve general road safety <i>Cost:</i> \$3.5m in 2014/15 with contributions from the NZ Transport Agency</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Kilbirnie cycle and walkway <i>Why:</i> To improve cycling and walking connections by creating a shared path through the drainage reserve in Kilbirnie <i>Cost:</i> \$280,220 in 2014/15 – sponsorship and other funding will be sought to assist with costs</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Minor CBD enhancements – information panels, public art and pedestrian route improvements <i>Why:</i> To maintain the attractiveness, functionality and vibrancy of the central city <i>Cost:</i> \$100,000 in 2014/15</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Lombard Lane upgrade <i>Why:</i> To contribute to our goal of investing in public spaces that stimulate increased economic and retail activity <i>Cost:</i> \$1.5m in 2014/15 (subject to private redevelopment taking place)</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are these the most effective investments to support growth?

Comments

Service improvements

We intend to make improvements to some of our existing services

Proposal	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
<p><i>What:</i> Increase investment in Makara Peak Mountain Bike Park <i>Why:</i> To create a world-class mountain bike track network to establish Wellington as a premiere mountain biking and walking destination <i>Cost:</i> \$68,000 in 2014/15</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Track and walkway renewals <i>Why:</i> To upgrade reserve tracks and provide the necessary support for on-going community track building <i>Cost:</i> \$150,000 per annum</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Community planting and pest control <i>Why:</i> To increase support to volunteers who maintain and enhance the city's gardens, coastline, biodiversity and open spaces <i>Cost:</i> \$75,800 per annum</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Project Halo <i>Why:</i> To preserve and enhance the conservation work being done at Zealandia and increase native biodiversity outside the sanctuary <i>Cost:</i> \$47,000 in 2014/15</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Review existing signage at parks and reserves <i>Why:</i> To provide better information at parks and other outdoor areas for residents and visitors to the city <i>Cost:</i> \$20,000 in operating expenditure in 2014/15</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

<p><i>What:</i> Mountain bike tracks</p> <p><i>Why:</i> To support promotion of Wellington as a premier mountain biking destination</p> <p><i>Cost:</i> \$30,000 in operating expenditure in 2014/15</p>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Seawalls and coastal structures</p> <p><i>Why:</i> For remedial works on seawalls and coastal slopes damaged by the severe storms in June 2013</p> <p><i>Cost:</i> \$847,347 in 2014/15</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Hazardous tree removal</p> <p><i>Why:</i> To remove ageing pines in the Town Belt and on reserves that pose an even greater hazard following the 2013 storms</p> <p><i>Cost:</i> \$100,000 per annum</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Libraries – children’s literacy programmes</p> <p><i>Why:</i> To reinstate our children’s literacy programmes including outreach, and to improve the collection refreshment rates</p> <p><i>Cost:</i> \$60,000 per annum</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Newtown Community Hub</p> <p><i>Why:</i> To explore the potential of developing a community facility in partnership with others</p> <p><i>Cost:</i> \$40,000 (bringing forward funding from 2016/17 to 2014/15)</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Rural road improvements</p> <p><i>Why:</i> To do some minor safety improvements on rural roads in the Makara-Ohariu area</p> <p><i>Cost:</i> \$100,000 in 2014/15</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Proposed changes in capital expenditure

Do you agree with the proposed changes being introduced?

Proposal	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
<p><i>What:</i> Defer building an artificial sportsfield in the Grenada North/Tawa area</p> <p><i>Why:</i> Because two artificial sportsfields have recently been constructed in Porirua and there are plans to improve drainage at three other fields</p> <p><i>Reduce capital expenditure in 2014/15:</i> \$1.046m and review in 2015-25 Long-term Plan</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> No longer proceed with the Kilbirnie town centre upgrade (stage 2)</p> <p><i>Why:</i> This work is no longer a priority as there is sufficient parking in the area and the anticipated redevelopment of the Bus Barn is not likely in the near future</p> <p><i>Reduce capital expenditure in 2014/15:</i> \$555,000</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Defer detailed design and construction of the proposed reservoir in Prince of Wales Park in Mt Cook until a feasibility study is complete</p> <p><i>Why:</i> Building a second water pipe across the harbour is a possibility and could reduce the need for this reservoir</p> <p><i>Reduce capital expenditure in 2014/15:</i> \$3.1m and review in 2015-25 Long-term Plan</p>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p><i>What:</i> Defer the extension of the Southern Landfill until 2015/16</p> <p><i>Why:</i> There is enough capacity for current volumes of refuse</p>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Reduce capital expenditure in 2014/15: \$6.5m

Do you have any feedback on these proposed changes?

Comments

Any other comments you would like us to take into consideration before we make decisions?

Comments

I urge Council to invest in cycling infrastructure to make cycling safer and more enjoyable in Wellington. The health benefits of cycling are substantial and the costs of such infrastructure are clearly justified as it is intending to keep people on bikes alive. Devoting adequate funds to cycle safety measures ensures that Council can build high quality (ie really safe) cycleways. Please take into consideration the attached a short paper I wrote on the health benefits on cycling a couple of years ago.

Some Benefits of Cycling

Cycling for transport has been recognised by the World Health Organisation (“WHO”) as having “an important role in promoting daily physical activity because non-motorized transport offers opportunities for regular physical activity that can easily be integrated into daily life at minimal cost” (Dombois et al., 2006, p. 8). Research shows that the health benefits of regular cycling are substantial. A Danish study found that, compared to a sedentary control group, “even after adjustment for other risk factors, including leisure time physical activity, those who did not cycle to work experienced a 39% higher mortality rate than those who did” (Andersen, Schnohr, Schroll, & Hein, 2000, p. 1628).

A large body of research examines the benefits of physical activity more generally, and this research is also relevant to my discussion of the health benefits of cycling. A good summary of this is found in a publication by the WHO (Cavill, Kahlmeier, & Racioppi, 2006) which states that “physical activity has major beneficial effects on most chronic diseases” (p. 5) including:

- 50% reduction in the risk of developing heart disease (Berlin & Colditz, 1990);
- 40% lower risk of colon cancer (Colditz, Cannuscio, & Frazier, 1997);
- 30% lower risk of developing type II diabetes (Tuomilehto et al., 2001);
- Reduced risk of stroke;
- Reduced risk of breast cancer (Latikka, Pukkala, & Vihko, 1998);
- Reduced risk of prostate cancer (Giovannucci et al., 1998);
- Reduced risk of depression (Dunn, Trivedi, & O’Nea, 2001);
- Enhanced musculoskeletal health;

Regular exercise has been found to halve the likelihood of experiencing obesity which is itself a cause of significant ill health (Dora & Phillips, 2000, citing Vuori & Oja, 1998). In addition, increased happiness and better sleep are positively correlated with physical activity (Genter, Donovan, Petrenas, & Badland, 2008, citing Taylor, 2000 and Kubitz, 1996). Mills (2007) suggested that physical exercise, along with other healthy lifestyle factors, is associated with increased productivity at work and less absenteeism of employees. Both the breadth of conditions covered and the extent of the benefit to health are impressive, though this condition specific research does not take into account the risk of mortality or morbidity due to experiencing a crash when cycling.

In recent years, increasing attention has been directed towards the difficult task of valuing the health benefits of cycling (Genter et al., 2008). Assessments of this nature are highly influenced by the assumptions underpinning them, though methods will evolve as better evidence on the health benefits becomes available¹ (Genter et al., 2008) and the methods of quantification become more standardised (Cavill, Kahlmeier, Rutter, Racioppi & Oja, 2008). In the international literature Cavill et al. (2008) conducted a review of cost:benefit analyses of cycling and walking infrastructure and found that the median benefit to cost ratio was 5:1. The health benefits were an important factor in producing the high benefit to cost ratios. In New Zealand, Lindsay, Macmillan, & Woodward (2009) conducted a valuation of the health benefits of increased cycle use in place of car use, and reported that “the health benefits heavily outweigh the costs from road crashes, at all levels of substitution”

¹ Due to a lack of robust evidence, Genter et al. 2008 chose not to include information on the health benefits of active transport in regards to both productivity and reduced exposure to air pollution.

(p. 5). Similarly, in the course of valuing the health benefits of active transport for governmental cost benefit analyses, Genter et al. (2008) noted that “the negative impact of active-mode injury risk does not outweigh the health benefits of increased activity, particularly when compared to private vehicle travel” (p. 32). In New Zealand it has been calculated that an increase in the use of bikes instead of motor vehicles for short trips² would generate net cost savings to the health system of \$192 million per year (Lindsay et al., 2009) and similar conclusions have been reached in Australia³. It has also been noted that an increase in the number of regular cyclists would be likely to lead to an even greater increase in the net health benefits of cycling⁴ due to per cyclist crash rates reducing with increasing numbers of cyclists on the roads (Lindsay et al., 2009, citing Jacobsen, 2003). This research indicates that the overall health benefits of cycling outweigh the risks, with both the individual and the wider community benefitting from increased levels of cycling.

Other benefits from an increase in cycling for transportation include lessening of the burden of air pollution, congestion costs⁵ and climate change mitigation costs as well as generating savings in national expenditure on fuel (Lindsay et al., 2009). Other less obvious benefits that occur with an increase in cycling include a more pleasant environment due to less vehicle traffic and more community interaction in terms of people on the street (MOT, 2008b). There are substantial benefits to be gained from increased use of cycles both at an individual level and as a society and it seems that increasing the safety of cyclists on the road may tip the balance even further in favour of cycling.

² The calculations presumed an increase in cycling, instead of using a motor vehicle, representing 5% of vehicle kilometers travelled (Lindsay et al. 2009).

³ In Australia, Bauman et al. (2008) estimated that the avoidance of ill health through cycling in 2006 generated cost savings for the Australian health system of \$227.2 million.

⁴ At 20% of trips taken by cycle instead of car the ratio of health benefits to disbenefits is 30:1 (Lindsay et al. 2009).

⁵ The effect of cycling on congestion will depend on the local infrastructure and the extent to which cyclists impede motorists. It is relevant that in many cases the use of a cycle replaces the use of a car and therefore lessens congestion.

Make a submission: Due 5pm 11th March

- by email to annual.plan@wcc.govt.nz
- Freepost 2199
Draft Annual Plan
Wellington City Council
PO Box 2199
Wellington 6140



Methodist Public Issues
PO Box 12 297
Thorndon, Wellington
betsan@publicquestions.org.nz

Submission

Wellington Draft Annual Plan 2014/15

Extract from WCC Template: An increase for Council-controlled organisations and contractors is being considered

The Council has committed to a living wage-rate for its staff and is considering it for employees of Council-controlled organisations and contractors that provide Council services. The Living Wage movement aims to reduce poverty and inequality through lifting the wages of the lowest paid.

We propose to direct our Council-controlled organisations....to consider how they would introduce a living wage-rate for their staff and report back to us as part of the 2015–25 Long-term Plan process. Further work will be done on the best way to implement a living wage-rate for employees of Council contractors.

The costs of applying a living wage-rate to these organisations has not been finalised but would be well in excess of \$2 million a year. While it is anticipated that some costs would be offset through improved productivity or savings, the majority would require new funding.

Methodist Public Issues Submission

We welcome the opportunity to submit on the Wellington City Council (WCC) Annual Plan 2014-15 and fully endorse the decision made in 2013 for WCC to become a Living Wage employer and for the entire Council workforce, including directly-employed workers and those employed through CCOs and contractors, to be paid a Living Wage.

Our Organization

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

WCC's decision to become a Living Wage employer must be fully recognised in the WCC Annual Plan 2014/15 and be recognised as an important step in improving the quality of life for Wellington's citizens and addressing inequality in our people-centred, smart capital of Aotearoa New Zealand.

WCC asks specific questions about funding the living wage

1. **DO YOU AGREE THAT THE COUNCIL SHOULD INTRODUCE A LIVING WAGE-RATE FOR STAFF OF COUNCIL-CONTROLLED ORGANISATIONS OR COUNCIL CONTRACTORS?'**
 - **We strongly support this proposal.**

2. **HOW SHOULD THE COSTS OF INTRODUCING A LIVING WAGE-RATE FOR STAFF OF COUNCIL-CONTROLLED ORGANISATIONS OR COUNCIL CONTRACTORS BE FUNDED?**
 - **The costs of paying the living wage will be considerably offset by benefits, such as greater productivity, less staff turnover, loyalty, improved morale. An astute assessment of Council expenditure needs to be guided by the benefits of improved WCC work conditions as a hallmark of strong community ethic and commitment to the participation of citizens.**

We support WCC becoming a "Living Wage Council" because:

- WCC's endorsement of the Living Wage will positively promote the Wellington labour market for students, migrants and others considering moving to Wellington and sends a clear message about a commitment to social outcomes.

- The church, along with other organizations, has an ethical commitment to fair wages and to a quality of life that supports and enables participation in society. A Living Wage is a significant step in enable families to meet the costs of basic social needs, mainly housing, food and power, and the costs of children being involved in school and out of school activities. The Living Wage enables these costs to be met at a minimum level. We support the importance of work and employment that allows reasonable expectations for refreshment and family time. The testimony of people on low wages, long hours and possibly multiple jobs is that there is no time for parents to be with children.

- In principle the Living Wage is making a very important contribution to reducing inequality. Inequality is being widely recognized as weakening the social fabric, undoing solidarity and undermining egalitarian aspirations. The Living Wage is an

expression of collective responsibility. We support the ongoing commitment of Wellington City Council in ensuring a positive community ethic in the economic sector.

- By becoming a living wage employer, WCC can lead the way and encourage other Wellington employers to implement a living wage.
- The *2040: Smart Capital* document acknowledges that Wellington has a highly educated population, which has helped the city to learn, adapt and innovate. It is fair that all workers are part of our "Smart Capital".

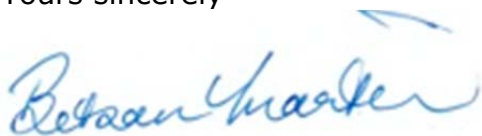
Awareness of the gap between the rich and poor grows in New Zealand and with more and more New Zealanders not being paid enough to meet their basic needs or participate in society. The facts are that:

- New Zealand has gone from being one of the world's most equal societies in the 1980s to now ranking 20th among 34 OECD countries in terms of income inequality
- 270,000 New Zealand children are estimated to be living in poverty: fifty percent of children living in poverty are Māori and Pacific.
- Two in five poor children come from families where at least one person is in full-time work or self-employed.ⁱ

Implementing the Living Wage in WCC has many benefits. It benefits businesses by reducing costs of turnover, improving morale and motivation of workers, and enhancing public image and reputation and can encourage a more competitive industry. Implementing the Living Wage brings benefits to workers and their families, communities and central and local government. The relationship between wages and well-being is well documented. Health, education, and social participation all improve when wages are lifted.

(I we/ your organisation) submit that the WCC Annual Plan 2014/15 reflects the endorsement by WCC of the 2013 decisions to endorse the Living Wage and its commitment to the full implementation of a Living Wage for the entire WCC workforce including directly-employed workers and those employed through CCOs and contractors.

Yours sincerely



Name: Betsan Martin, Co-ordinator Methodist Public Issues
Date: 11 March 2014

ⁱ *Household incomes in New Zealand: Trends in indicators of inequality and hardship 1982 to 2012.*
Ministry of Social Development.