

Federation of Wellington Progressive and Residents' Associations



C/- 134 Hanson St
Newtown
Wellington

16 February 2009

Mr G Poole
CEO
Wellington City Council
PO Box 2199
Wellington.

Dear Garry

LTCCP 2009 – 2019 Presentation of the FWPRA on behalf of Wellington Residents.

INTRODUCTION

The Federation of Wellington Progressive & Residents Association focuses on policy, processes and procedures that Council uses in association with its business and activities. For some considerable time the Federation has been concerned around the consultation processes used by Council, believing that they were inadequate on many occasions.

In respect of the development of the Long Term Council Community Plan for the period 2009 – 2019 the Federation has expressed concern that Council was not taking any action to ascertain what the people of Wellington wanted to have included in the LTCCP 2009 – 2019. This concern increased as 2008 approached July so the Federation decided to gather information that might be useful in developing the LTCCP 2009 – 2019.

WORKSHOPS

The Federation called together over 25 people representing community groups to a workshop that was held in the Wellington City Council Committee Room 1 on Sunday 31 August 2008.

This group of experienced community people contributed many comments about subjects that they believed must be addressed in any LTCCP prepared by Council. At the

invitation of Council, a further 6 meetings were arranged in Johnsonville, Makara, Karori, Newtown (a Saturday and a Sunday) and Kilbirnie and these were held in January 2009. At these meetings, participants were asked to contribute ideas as to the type of city that Wellington might be in the next 10 years.

WIKI PAGE

Their comments were gathered together and made available for additional comment on a wiki page prepared for the FWPR for this purpose. At <http://www.residents.org.nz/> and then <http://wellington-ltccp.wikidot.com/>. By viewing individual pages at <http://wellington-ltccp.wikidot.com/system:list-all-pages> all pages may be viewed. Comments could be added by members of the public either by logging-in or anonymously.

The FWPR has the wiki site and encouraged members of the public to be involved in the LTCCP for 2009-2019, its development and ultimate implementation by adding comments to the Wiki page that is be available to Councilors and Council staff..

The following is a cut and paste from the FWPR Wellington LTCCP consultation wiki at <http://wellington-ltccp.wikidot.com/> as downloaded on Tuesday 3 February 6pm.

Warning: additions may have been made to the wiki since and these can be identified at <http://wellington-ltccp.wikidot.com/system:recent-changes>.

PROCESS

The Federation has edited these comments in only one way. We have identified those which fall under the purview of Wellington City Council, or Wellington Regional Council or both. The editing has only been in respect of removing those matters that are clearly the responsibility of the Wellington Regional Council. The Federation will be referring those matters to the Regional Council accordingly.

In the topics, issues and suggestions made, we find that these fall into three categories:

- Policy
- Processes & Procedures and
- LTCCP.

The Federation has not edited these in any way. They are as they came to the groups, or from the groups in various areas. There are duplications depending on the context that the issue was raised.

These are presented for discussion on Wednesday 16 February 2008 with Council Staff. The Federation is of the view that these comments, contributed by members of the Wellington Community, whether they are policy, processes or procedures or LTCCP matter deserve careful consideration by Councilors and council staff. Over the next few

months. Those matters that are LTCCP matters should be dealt with in the current process.

The Federation, on behalf of residents seeks to have those matters that are policy issues dealt with in a positive manner to be either addressed under existing policies or in developing new policies or policy amendment.

The Federation, on behalf of residents seeks to have those matters that are procedure or process issues dealt with in a positive manner to be either addressed under existing procedures or in developing new procedures.

The Federation is concerned that there are matters that appear to have been already decided that will prevent or constrain the following suggestions even being considered by Councilors. These items have been raised in many forums and appear to be a focus in council run forums including public meetings and the Residents' Forum. Amongst these concerns are:

- That the rates increase must be kept to 4%
- That the activities must be trimmed to save \$50million over the next 10 years
- That certain projects are not negotiable
- That certain budgets are almost certainly to be cut (Heritage was mentioned at the Councilor's briefing meeting held on Tuesday 17 February 2009)

The Federation sees the current process as setting the framework under which many of the ideas that are presented are set. This is the collecting of ideas together so that other issues relating to their implementation can be considered. Having gathered the ideas together, the Federation sees Councilors (in their governance role) supported by Council staff as determining what should be implemented taking into account such matters as financial implications, resources, and above all what will keep the city running.

The Federation trusts that contributions below will be considered alongside contributions of other forums as the LTCCP 2009-2019 is developed.

IMPLICATIONS FOR THE FUTURE

A large majority of the suggestions that that have been made are not of the nature that needs a physical building to be constructed or a large project to be developed to implement. Many can be addressed through current processes and procedures but none the less they do require resources of people, time and effort to be committed. This is a cost that will need to be developed through the financial considerations of the LTCCP.

Resources, whether people, time or of physical nature need to be funded accordingly.

The Federation has been pleased to be involved in the process to date. The feedback that the Federation has received covers a number of factors but essentially involves the following

- That Council will follow the planning processes in terms of starting with the visioning, then long term planning, then short term planning i.e. Community outcomes then Long Term Council Community Plan, then Annual Plan or in other words moving from the very big picture to the detailed picture. The Federation understands that Council will in 2009/10 be reviewing the Community Outcomes as a starter for this progress
- That Council involve the Community in this process through similar initiatives as for the LTCCP. That is, public forums, community meetings, internet and other systems whereby the input from the public is obtained at the very beginning of the process.
- That the review of the LTCCP 2009-19 for the period 2012 – 2022 follow on from the Community Outcomes review and that ample time be given for Wellingtonians to have an engagement with staff in the preparation of the document.
- Alongside the development of the next LTTCP there must be ample opportunity for Wellingtonians to have input into the development of Annual plans.

PRESENTATION TO COUNCILORS

The Federation seeks an opportunity to present this paper directly to Councilors. In the past, we have not been granted sufficient time at either SPC Thursday meetings and therefore we seek the ability to make the presentation at the briefing meeting on a Tuesday. We understand that Council or the SPC will be meeting on 10, 11 & 12 March to consider the draft LTCCP. It is important that the Federation has an opportunity to brief Councilors prior to that meeting.

Yours faithfully

Tom Law
Secretary
Federation of Wellington Progressive and Residents Association

EXTRACTS FROM THE FEDERATION OF WELLINGTON PROGRESSIVE & RESIDENTS ASSOCIATION WIKI

<http://wellington-ltccp.wikidot.com/>



Comments by members of the Public

ACCESS

Access includes urban and rural facilities. It is important to maintain and improved access to all people, regardless of disability.

ACCOUNTABILITY

Fairness

Rectify the present anomalies between increased rates levied and reduced services provided.

Deliver increased, not reduced services.

Financial Accountability

No tracking of expenditure in each area or rates take per area

Is lack of information deliberate?

Equity for communities – social capital, other factors not assessed in an overall community

Restricting expenditure on pet projects or large projects without solid and clear public support

Debt levels must be addressed. Can't keep living on the credit of others

ALCOHOL CONSUMPTION

Alcohol Free Zones

In order to control the consumption of alcohol in the central City and the adverse flow of effects to the community, the Wellington City Council has designated areas that are alcohol free.

Background

Wellington City Council has a Safety Strategy includes a number of safety initiatives directed to improve the perception of safety, in public places.

To date, these initiatives have been focused on the CBD, particularly Courtenay Place and the inner city malls including:

- safety audits
- supervised youth events
- city safety officers
- safe transport services
- a central city liquor ban
- research into closed circuit TV in the inner city
- lighting strategy



As part of the Safety Strategy of Council where many people expressed concern about increasing liquor consumption in public places, the bylaw used to control alcohol consumption in the Central city and other areas was reviewed. Following consultation the 24-hour liquor ban and the extension of the control area to include Aro Valley and Central Park was implemented. The street boundaries of the area are marked by notices

Liquor Prohibition

The consumption or possession of liquor in a public place (including while in a vehicle), is prohibited within the Wellington central area, Oriental Parade, Mt Victoria, Aro Valley and Central Park (the control area) as shown on the map at <http://www.wellington.govt.nz/plans/bylaws/pdfs/2008-07liquor-map.pdf> . This prohibition is effective at all times.

In addition to this prohibition, the Council by resolution may order a prohibition on the consumption or possession of liquor (including while in a vehicle) in a public place for certain specified times and/or within certain specified public places for specified special events. The prohibition must be notified in the appropriate Wellington metropolitan newspaper at least 14 days in advance of the special event.

The prohibition does not apply to businesses that have council approval to move out into the footpaths etc.

Community Effects

A problem that started this issue of controlling the consumption of alcohol was that a number of individuals would gather in central city parks & malls and consume alcohol and become progressively intimidating or abusive to members of the public as the day wore on.

The effect of the bylaw has been that these people are "moved on" from the areas they congregate in the central city area. It has been noted that the problem of removing these people off the street has not actually been dealt with. The consumption of alcohol has moved out of the city centre into the suburbs on the outer edge of the CBD. Groups of individuals are now congregating in areas such as Mt Victoria (other than the summit lookout), Mt Cook, Newtown.

The issue has not been successfully addressed. The problems created by alcohol consumption have been moved from the CBD to adjacent areas/suburbs.

LTCCP Implications

Further work is required to deal with the issues that are arising with the implementation of the liquor ban in the CBD. It may be required to extend the liquor ban wider (which will move the problems to other areas), extend the liquor ban Wellington wide, or address the issues that are created by the consumption of alcohol.

WELLINGTON WATERFRONT

Wellington Waterfront Ltd

Vision

Wellington's waterfront is a special place that welcomes all people to live, work and play in the beautiful and inspiring spaces and architecture that connect our city to the sea and protect our heritage for future generations.

Mission

To deliver the city's vision for the waterfront and, in so doing, be recognised as a leading waterfront development organisation, confident of our position, trusted by our stakeholders and playing a leadership role as an integral part of our business.

Principles

We embrace the principles outlined in the Waterfront Framework:

- Expression of heritage and history
- Expression of Maori heritage and presence

- “Sense of place” for Wellingtonians
- Diversity of Experience
- Sense of collective ownership and involvement
- Experience of space and openness
- Ease of access for all

LTCCP implications

Keep these principles to the fore. Seems to be forgotten about in the “commercial developments” to date.

CIVIL DEFENCE

Civil Defence and Emergency Management

It currently costs Wellington ratepayers \$2.27 million per year to fund WEMO (that's \$14 per year for every man, woman, and child), which has done little to prepare Wellington for a disaster. We are one of the most unprepared cities in New Zealand.

In the event of a significant civil emergency in Wellington the seat of Government will move post-disaster to Auckland. There is a real economic threat that it may not return back to Wellington.

Building Resilient Communities

Principle One of the National Civil Defence Emergency Management Strategy [[link is here](#)] states that:

1. Individuals and communities are ultimately responsible for their own safety and the security of their livelihoods;
2. CDEM arrangements in New Zealand support and encourage local ownership of this responsibility;
3. Individuals and communities must be able to care for themselves and each other, as much as possible, when the normal functions of daily life are disrupted. Arrangements to support this are best developed at the local level;
4. Local and regional efforts contribute to the overall national capability, and;
5. Central government intervenes where an event is beyond the capacity of local resources.

The introduction of the Civil Defence Emergency Management Act 2002 saw a devolution of responsibility for Civil Defence from central- to local government. Yet despite Wellington Region and in particular Wellington City being at **massive risk** of a serious earthquake (remembering that Risk = Probability X Consequence) there is little

more than lip service paid to the enablement and empowerment of communities to "own" their own safety and security arrangements.

Yet Councils should not be made responsible for achieving this outcome. This is the role of communities themselves. The role Councils play should be focused more on encouraging and promoting awareness and supporting attitude change. The Wellington Emergency Management Office (WEMO) with their fancy building, flash sign-written vehicles, and \$2M+ annual budget are promoting a false sense of security: when the big one hits WEMO are not going to be able to do a single thing to ameliorate or support communities in the short, medium, or long term. It will all have to come from within the communities themselves.

The solution? The LTCCP should acknowledge that the current way of doing things (nominally called "Civil Defence") is anachronistic and ineffective. Council should focus more on de-corporatising Civil Defence to empower communities to own and manage their own arrangements. There's a saving of \$2M straight away - 4% of the required \$50M savings.

Tsunami/Earthquake Planning

Report recommendations (C.2005) have not been followed – leaving Wellington economically vulnerable. For example, Lyall Bay has been identified as at risk to tsunami and earthquake (liquefaction) but has also been identified for intensified infill housing.

Emergency Response

There is a proposed practice of Wellington's Preparedness for an emergency with a helicopter being used on Disaster Awareness week starting on 5 October. Wellington's location is such is that there will be little time. I have heard many experts state that the danger for Wellington is a tsunami resulting from the movement of the bed of Cook Strait. The reality of such is that the wave will be ashore before any warning can be given. One hopes the helicopter will have sufficient time to get airborne. Even with the warning being given, Can the areas subject to a tsunami (eg Lyall Bay) actually be cleared. I would suggest that grid-lock will occur as most residents "flee" in their cars. I suppose that at least after the practice is held, people will be aware of what is happening. Hopefully instructions can be heard over the sound of the helicopter.

On 1 October 2008, Wellingtonians were advised by that on 8 October a helicopter carrying powerful loudspeakers will, reasonable weather permitting, fly low over the central city and coastal suburbs for one hour from 6.00pm to 7.00pm on 8 October. The chopper will carry a new American public-address system that's specifically designed to warn as many people as possible, in as short a time as possible, about impending danger. A further warning was given the previous day on 7 October.

A few comments:

1. "reasonable weather permitting" the helicopter would fly. Of course in the case of a tsunami, only days when the weather permits will a tsunami come ashore!! Strong winds the day before affected aircraft, grounding flights.
 2. The helicopter company was well warned when it was due to fly, how quickly could the helicopter get airborne and to the south coast when a tsunami wave is bearing down on New Zealand and is noted 1 hours distance away?
 3. Could many people actually hear the helicopter? Most houses are sound proofed fairly well. Even older houses that are insulated for warmth are also by that insulation "sound-proofed". The more modern high rise buildings and central residences are often specifically designed for sound proofing from both external and internal sources.
 4. People in cars are unlikely to hear anything with most drivers having radios or CD players etc operating.
 5. Some suburbs are regularly overflowed by helicopters on their way to either the airport, Queens Wharf, Wellington Hospital etc. Another helicopter overhead will not attract any special attention (even one blaring away a message).
-

COASTAL EROSION

Coastal Erosion

New Zealand has a very long coast and there are periodically newsworthy events of various properties falling into the sea. In addition to this "natural" coastal erosion there is also now the threat, if not inevitability, of the sea level rising because of global warming. The implications and ramifications of these processes need to be given serious thought so that as they become increasingly evident the impact on individuals through too communities and regions is managed to everyone's best advantage.

Coastal Inundation

In many ways, Wellington City is protected from coastal erosion causing damage to private property. There are few areas in Wellington that are likely to be affected immediately by land disappearing.

A hazard for properties in the south coast of Wellington is the effect on properties that sea inundation might cause when in severe southerly storms, the sea flows/splashes across the road (between breaker Bay & Owhiro Bay) bringing with it seabed and other debris (rocks, driftwood, seaweed) and other matter.

Windblown Sand & seaweed

This is a more prevalent problem that brings sand onto and across the road at Lyall Bay. The result is loss of sand from Lyall Bay beach,

- sand building up on private properties on the northern side of Lyall Parade, Lyall Bay
- sand on Lyall Parade itself
- sand blowing down Onepu Road toward Coutts Street
- seaweed on Queens Drive, Waitaha Cove.

This results in continual maintenance of the road, gutters, drainage systems and the collection, removal and disposal of polluted sand.

COMMERCIAL ENTERPRISES

Council should not be in the business of providing services that are provided by commercial companies.

Broadband

There are many commercial companies that are involved in this area of business – providing broadband services. Telstra Clear has its own cable network in just about all streets of Wellington. Xtra is New Zealand wide, and while relying on copper cabling, speed and services are improving. Internet Access is also provided by wireless providers both these generally link to the telecom or clear systems at some point. The Mayor has stated that one of the options is to look at using the network of trolley bus cables to support such a network. These networks are very limited AND are arterial only in that they head from the centre of town to a suburban terminus. Both Telstra Clear and other providers have established networks that are so much wider and diverse than these trolley bus cables. To compete with these commercial providers and establish yet another dedicated network makes no sense. Wellington finishes up with cables belonging to Telecom, Telstra Clear, and the Wellington City Council or it's CCO.

Council might make its infrastructure available to commercial providers but this would be done on a commercial basis. Developments in the IT world are happening at such a pace that what is required in a couple of years is unknown, But this is the risk bourn by the Commercial provider, not a risk that should be bourn by Council.

There are also other systems available to those that need a greater bandwidth that is needed for most businesses. These include direct satellite connections.

Council could perhaps provide a service that links businesses that need greater bandwidth together so that competitive rates can be negotiated. Perhaps this is a role for Grow Wellington (Positively Wellington Business)

COMMUNITY FACILITIES

Community centres

Strengthen Community Centres and Services – Ensure more 10/7 accessible community centres to combat social isolation. (aging population, problem youth, displaced institutional residents etc) This requires Council supported action to ensure hands-on face to face service.

Community facilities

These are needed to help build healthy communities that are self sustaining and resilient.

The topography of Wellington creates a number of quite discrete communities. Just because one community butts onto another does not mean they have links and similar needs. For instance the some homes in Kaiwharawhara and Wadestown are just over a hundred metres apart on the map, but in the small gap is the Ngaio Gorge. This means these two communities use different roads, different bus services, and different shops. Their needs are different

In providing community facilities and determining the services that are provided, Council needs to keep in mind the differences between local communities and services needed. However the Council often lumps several discrete communities together and assumes they can be serviced by one of its larger hubs. For instance Karori is the hub that is supposed to serve Karori, Wadestown, Crofton, Downs, Ngaio, Khandallah and Broadmeadows yet there is no public transport system that links all these communities together.

Manaakitanga should be the priority, i.e. services should meet the needs of the community.

Council needs to be aware that the community speaks with many different voices, sometimes opposing each other.

Continue the status quo for the maintenance of facilities.

Refine the list of services to those that are measurable.

Be realistic about what can be done within budget according to the community's priorities.

If unemployment increases the ability to spend money decreases, having a large impact across sectors.

The form of community centres deserves full consideration

In 10 years there will need to be a strong network of community centres that around which a community develops.

Council needs to ensure that community services and facilities are available and appropriate for the increasing older population.

Toilet facilities in the community are essential. They need to be maintained at good hygienic level. More public toilets are required in Wellington City both for the use of residents and visitors.

Libraries

Provide equity to those who do not have library in their area. For example: free reservation service via internet.

Libraries must be retained although in the next 10 years, their nature may change responding to technology advances - eg e-books, reading centre become as valuable as a book repository.

Paying for community facilities

Council has the ability to target rates. If a community establishes that something is needed in that community's area and can get the support of the community and that community agree to pay through a targeted rate, what right does the council have to deny that community.

The development contribution should be used to mitigate the impact of the development in the area of the development. Better accountability for these funds needs to happen as well as improved dialogue with affected communities as to where and what these funds should be spent on.

Equality and fairness

Each community in Wellington is very different from another. Neighboring suburbs can be very different and have differing needs.

Similarly, there needs to be equity between Communities. For example, Council controls/operates some community centres, ie they employ the co-ordinator. Other Co-ordinators are paid a "community wage that varies from the minimum adult wage to \$20pw. Irrespective of the centre, co-ordinators do a similar job (co-ordinate or run programmes. Their salary (as funded from Council) should be the same across centres. What differs is the number of hours that Co-ordinators are paid.

Community Centres have differing clientele. This often depends on the services provided but may also be determined by the facilities or focus of the Centre c.f. Thistle Hall, Newtown Community Centre.

Swimming Pools

People supervising children swimming should not have to pay entrance fees at swimming pools. Porirua and Upper Hutt have already adopted this practice.

There is not enough flexibility in swimming pool area use, e.g. wanted to teach children to dive off the side but was told the swimming lane cannot be used.

Arts

Keep Abel Smith St Centre but also look at other places such as Shelley Bay. Maintain Wellington's position in the development of arts, including music. Many of New Zealand's bands have their start in Wellington and go on to be world leaders.

Community Centres

Comment: Council needs to be aware of the maintenance requirements of the older buildings well loved and used by the community. The cost would be minimal and the value high in having annual upgrade plans for centres such as Newtown.

COMMUNITY ISSUES

Suburban living

Community is very important. Suburban areas are separate, cohesive and all different. There is a need for Council to look at what each suburb needs rather than a one size fits all (Auckland or Christchurch) approach.

Full recognition and research needed to provide full information in the individual suburbs as the 'core' of the city eg – needs, governance by residents, rates takes, rates spend. Comparative information on the different areas for equity purposes etc.

- More satellite shopping in suburban areas.
- CBD in not suburban user friendly.
- Cost of parking.

Crime

Although there has been a decrease in crime in the Wellington area, the Council needs to remain vigilant in the public areas of Wellington such as Courtenay Place.

Liquor

The recent implementation of the liquor ban in the CBD, Mt Vic will move problems away from those areas if they are enforced. Problems that are transposed to other areas of the city as a result of the liquor ban need to be addressed.

Tagging

Tagging needs to be removed promptly. Leaving tags on a building, wall or other plain surface attracts other taggers.

Wellington City Council funds a team of people to paint out tagging. This team does a great job and needs to be secure in its funding. While there may be less tagging visible now than in the past, the effort needs to be continued.

The "Dob a Tagger" initiative is also effective. Certainly in the eastern suburbs, this is having the impact of decreasing the amount of graffiti. The scheme is being extended to Khandallah and nearby suburbs, and Tawa.

Other initiatives might also be employed. Other Councils have:

- Enforcement by the police – with the offenders being prosecuted and/or dealt with through the police youth schemes
 - Enforcement by the police – with the offenders being prosecuted – removal cost being recovered from offenders
 - Property owners taking the initiative themselves for removing graffiti – seems to be a reluctance in many areas
 - Property Owners being required to remove graffiti after being served a Council notice (there are examples of this overseas)
 - Council removal of graffiti on private property and residential property using standard colours
(<http://www.aucklandcity.govt.nz/council/services/graffiti/default.asp>)
 - Council working with a designated Trust – Waitakere City Council
<http://www.waitakere.govt.nz/CnlSer/gf/index.asp>
 - Free removal of graffiti – Hutt City Council
<http://www.huttcity.info/council/services/works/graffiti.html>
 - And no doubt hundreds of variations - <http://www.govt.nz/record?recordid=3861>
-

COMMUNITY REPRESENTATION

Amalgamation

Amalgamate Councils to provide efficiency, reduce duplication and give better value for rates.

Inequity

Local community board inequity. There is an imbalance between communities with Community Boards and those without – for example Tawa and Newlands/Johnsonville/Churton Park. There should be a consistent approach to communities. All should have community boards (or none).

Community Boards

Establishment of citywide Community Boards.

Establishment of Citywide Community Boards with limited delegated financial responsibility

- Less Councilors
- Councilors paid small base salary and topped up my attending full meetings
- Leadership roles on committees/boards not accruing more money
- Open accountability of terms and conditions of employment for councilors
- Investigate the concept of ‘super council’ with a view to disband the WCC as we know it
- Overbearing Council versus self governing communities – a combination of ‘local’ councilors chairing local community board

NPPA has already tried to have its own Community Board Established and the reason it was not upheld (when WCC's decision to not allow its establishment was appealed) was because it was too small an area. When the last Council reviewed the Representation Policy it was not a thorough consultation and the status quo was maintained. I believe the decision makers at that time had a vested interest in keeping communities disempowered. The establishment of citywide Community Boards with budgets and limited powers of authority would enable citizens to get on with the business of maintaining communities and providing equitable services throughout the City without political intervention. Too often areas are at the mercy of politicking rather than having the need assessed equitably.

COMPUTERS & IT

Information Technology

Smart Newtown

From a central location next to the Newtown Library, free internet access, basic computing classes, computer support and advice to the public, is provided six days a week.

Smart Newtown was launched in October 2000 as a joint project between Wellington City Council, Wellington Region Economic Development Agency (REDA) and the Wellington Region 2020 Communications Trust.

It began as a pilot scheme to offer computer access and training to Wellington communities that did not have easy access to computer technology and have access to the growing opportunities computer experience provides. Smart Newtown has grown a lot since then; explore the Smart Newtown website <http://www.smartnewtown.org.nz/> for more details!

Smart Newtown is funded by the Wellington City Council and overseen by a Management Committee. The onsite team is made up of computer-savvy professionals who know their stuff, and are happy to help if you need it.

CONSISTENCY

High turnover among Council officials. Institutional knowledge loss is a real problem. One solution may be assurance of tenure within a role. Grow people within a role and unit – rather than move them around. At the very least ensure retention of institutional knowledge within the department through better use of IT systems/filing system etc.

It is incredibly frustrating to watch Council Officers being caught between a rock and a hard place at times when it comes to implementation of Council Policy. If a decision can be turned into a political football, then Council Officers are at the whim of Councilors whether the decision is in line with the policy or not. Equally on occasion Councilors can find themselves gazumped by the actions of Council Officers. There has to be clear lines between Governance and Management of the City.

CONSULTATION

Communication

Communication/Consultation between Council and Residents needs to be clear and transparent.

Public Notices in free newspapers, published over a period of time and the notice period longer.

Council Committee Meeting Reports available to Councilors and public well in advance of meetings to allow for adequate consultation .

Council officers prepare reports that include well researched data that explains why other options are not viable so Councilors can make informed decisions – Currently Councilors accept whatever information Council Officers produce as accurate which is not always the case

Consultation be an open negotiation rather than a divide and conquer scenario with council officers preparing material/documentation to achieve a desired outcome.

Duplication of consultative groups – is that deliberate or is WCC not talking internally?

Performance of WCC

The Council has not performed well with the engagement with the citizens of Wellington.

Consultation by Council has for many years been a top down (Council to Community) rather than a bottom-up (Community to Council) process. The FWPR in its initiative to bring together some grass roots organisations and individuals to prepare comments for presentation to the Council for the drafting of the LTCCP is commendable.

Consultation is

- A regulatory process by which the public's input on matters affecting them is sought.
- Its main goals are in improving the efficiency, transparency
- Public involvement in large-scale projects or laws bylaws and policies
- An exchange of views
- draws on a wealth of expertise and experience.

It usually involves as part of a process

- notification (to publicise the matter to be consulted on),
- consultation (a two-way flow of information and opinion exchange)

- participation (involving interest groups in the drafting of policy or legislation).

It is not

- Telling one party what will happen
- Having a closed mind on an issue

When consultation finishes, all parties feel that they have been heard, listened to and participated in a process where there are no pre-conceived outcomes.

Good, effective consultation

- Takes time
- Is not cheap - people need to come together. This includes Council resources
- Is not expensive - can prevent expensive errors

Council in its LTCCP needs to make provision for community consultation.

The consultation process followed in the Newtown Safer Roads project is to be commended as a process that can be followed in other areas of Council's activities including the development of the LTCCP and DAP. In this instance Council staff sought the views of local residents. It started from a blank map on the wall in which residents were invited to identify safety issue points. Council staff provided resources (maps, accident details (location and number) and outlined the ways that these problems could be addressed. Residents contributed, and Council staff responded by picking up those concerns and offering solutions. Residents were kept involved throughout the process and eventually proposals were put to Council for approval.

Consultation as carried out by WCC is pathetic. Consultation is presently a process that has the front of seeking public comment but in reality is Council telling the public what it and Councilors are going to do.

Councilors don't listen to and hear submissions

Too many things are implemented without meaningful consultation.

Council ~~should~~, no, **must** consult with the citizens of Wellington an any new initiative before it is introduced to the annual plan.

THE PROCESSES BEING FOLLOWED (ALL BE IT LATE) WITH THE LTCCP 2009-2019 SHOULD BE USED FOR OTHER MATTERS FOR WHICH COUNCIL CONSULTS.

There is a lack of trust and that needs to be addressed <http://wellington-ltccp.wikidot.com/trust-in-council>

COUNCIL PROJECTS PROPOSED/YET TO BE COMPLETED

Background :

The Wellington City Council Staff have over the years done considerable work on projects within the city. Many of those projects now await the availability of funds to carry out the work. This page includes those that have been identified but may not be known to the public at large. Council proposes that some of these project will be funded from specific sources (eg Charles Plimmer Bequest) but they could be funded from rates instead.

Making Comments

On this page there is the ability to make comments after each project.

Project : Indoor Sports Stadium

Detail: Indoor Sports stadium to be constructed Cobham Park, Kilbirnie.

Cost : \$46,000,000 to \$60,000,000

Additional Info : Currently in resource Consent process

Source :

Comments :

1. Cut this and that's \$50m saved!!
2. I feel that this is not the time to spend such a large sum. The economic climate is such that this project along with other large projects should be put "on hold" until the climate improves. It is one project that will support a small sector of the construction industry not a boost to all so the statements about benefit to that industry are questionable.
3. What is the rationale behind developing this facility? Where does it fit with the Community Facilities Review? This is an obvious expenditure item that could be easily postponed without great harm done. In times of such economic uncertainty this seems an unwise and irresponsible decision. The argument has been made that it will generate work in the construction industry... how about spending \$50M on upgrading existing infrastructure (such as roads, water supply, building new reservoirs, building better public transport)? Why does the Wellington City Council want to pour money into the pockets construction company shareholders?

4. Project must not proceed. The Councils' focus to "cut costs" will be severely compromised with this project. Expenditure of up to \$60,000,000 and then \$3,000,000 per year additional to current expenditure does not sound like "cutting costs".
5. Project should not be proceeded with at this time. The economic climate is not conducive to this sort of project. The employment opportunities provided by such a project have been grossly over-exaggerated. Wait until the Economic climate improves and then re-visit.
6. This is not a project for all Wellingtonians to use. It is going to be used by a small sector of the Wellington community. Netballers. What other users are there going to be. Schools have their facilities (gymnasiums, halls etc). Any schools that are wanting to use the facility will be at the same time (afternoons), and thus use will be limited. Other sports will not get a look-in as they will want the facility at the same time as netballers - weekends and evenings.
7. A survey (late 2008) of Miramar businesses/organisations strongly indicated a time of economic depression is not the time to build an indoor stadium.
8. Other projects that involve and would benefit greater numbers of Wellingtonians. For example artificial turf on sports fields and work on walking tracks are amongst the projects that have been "put on hold" at the expense of working on the indoor sports stadium.
9. We do not want or need an indoor stadium that will cater for one sport. None of the other 29 sports mentioned will get a look-in as there aint the hours in the day or week.

Project : Basin Reserve Grandstand

Detail: A grandstand to "protect" the Basin Reserve from the effects of a State Highway 1 flyover to the north of the Basin Reserve boundary

Cost : Not available

Additional Info : proposed publicly by Councilor Morrison in his capacity as a Trustee of the Basin Reserve Trust

Source :

Comments :

1. More silly expenditure. What does Cr Morrison think SH1 is going to do... beat up the Basin Reserve and steal its wallet?! This city is cracking at the seams. While Councilors are cutting necessary maintenance budgets with one hand, they are committing insane amounts of money to frippery and self-aggrandising projects with the other! (refer to "Indoor Sports Stadium", above)

Project : Concert Arena

Detail: 10,000 seat arena

Cost : \$100,000,000

Additional Info : to attract international acts. Current facilities (5000 seat ASB Arena too small. Promoted by Council, Mayor and concert promoters

Source : News media

Comments :

1. NO! Goodness sakes, there is a recession going on. People WON'T HAVE the discretionary income to spend on concerts. If concert promoters want this venue, let them fund it themselves. Why is the Wellington City Council funding commercial operations so readily?

Project : Wellington Waterfront

Detail :

- Shed 13
- Frank Kitts Park
- Shed 6
- Wharf Strengthening
- Taranaki Street Wharf (2010)
- Kumutoto Sites 8 & 9
- Kumutoto Site 10
- Overseas Passenger Terminal
- Queens Wharf Public Space
- Outer T (incl Shed 1)
- Chinese Garden
- Wharewaka
- Kumutoto Public Space
- OPT Public Space

Cost :

Additional Info : from 1 July 2010, the Waterfront project will be transferred to and undertaken by the Council (SPC 11 December 2008)

Source : Report 5 SPC meeting 11/12/08

Comments :

Project : Safer Roads

Detail:. Newtown and Berhampore – works approved by Council 24/9/08 and being implemented 2009

Cost : \$1.2 million over 4 years

Additional Info : Newtown, Berhampore and Island Bay – Consultation with Communities began in 2003

Source : Safer Roads Newtown and Berhampore Consultation Feedback and Implementation Plan - Nov 08

Comments :

Project : Te Raekaihau Point Restoration

Detail:. Restore the coastline and enhance visitor facilities. Planting, restore coastal edge, define car parking, seating & picnic areas

Cost : \$350,000– Approved for 2009/10 Bequest funding

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

Project : Grasslees Reserve

Detail:. Redevelopment of the community park, including better integration with facilities such as the Tawa pool, skate park and the proposed Porirua Stream Walkway and Cycleway

Cost : \$\$50,000 – Planning & Concept Design and \$600,000

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

Project : The Teaching Garden (combination of the previous children's garden and organic garden projects)

Detail: A demonstration garden of horticulture for the home garden. It will teach principles of plants and plant growth and will cater for families and visitors to the garden through demonstrations, workshops and interactive media. The garden will demonstrate that all living things are dependent on plants; that we must all understand and embrace the notion of Kaitiakitanga if we are to be sustainable into the future.

Cost : \$800,000

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

Project : Johnsonville Memorial Park/Alex Moore Park

Detail:.. Redevelopment of the park to make it function better as a community park and improve linkages with other community facilities and with the Johnsonville Town Centre Plan

Cost : \$500,000 to \$1,000, 000

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

1. A shame this doesn't include a place for Wellington Free Ambulance

Project : Charles Plimmer Park, Mt Victoria

Detail:.. To upgrade the park so that it functions better as a community park. This includes better park connections, vegetation management and improved accessibility

Cost : \$ Not Known

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

Project : Lyall Bay Beach Improvements

Detail:.. Improvement ideas for Lyall Bay beachfront. (dune restoration, street trees, lighting, picnic areas)

Cost : \$ Cost estimate unknown

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source :

Comments :

Project : Shoreland Park Upgrade Stage 2

Detail:.. Redevelopment of the Shoreland Park area including :

- Linking Shoreland park to the beach (road safety improvements)
- Improving Reef Street reserve
- Interpretation of Maori and European history

- Restoring the historic wall

Cost : \$\$2.4 million at 2006 costings

Additional Info : Included in the Projects that could be funded by the Charles Plimmer Bequest

Source : Report 3, SPC Meeting 11/12/08

Comments :

1. This has been on the go for so long that it is about time that the project is completed.

Project : Artificial Turf on Sports Fields

Detail: Many sports fields do not stand up to the rigours of winter sports. Adverse weather makes them unusable.

Cost : \$46,000,000

Additional Info : Comment that these have been delayed to allow the indoor stadium to proceed.

Source : Press & Councilor comments

Comments :

Project : Other projects

Detail:

- Development of community park in Newlands (part of the upgrading of suburban parks project)
- Improvements to Seatoun Beach
- Wrights Hill Reserve beautification & accessibility improvements
- Enhancing small green spaces
- White Rails – landscaping public paths (various locations)
- Kaiwharawhara Walkway - Sanctuary to the Sea
- Tinakori Hill Upgrade
- "Make-over" of Miramar Peninsula Marine Drive
- Fort Dorset Reserve track upgrade
- The Glenside to Linden Stream Walkway, Porirua Stream
- Birdwood Reserve Restoration
- Fort Buckley Restoration
- Evans Bay Connectivity project
- Enhancing our Sense of Place – micro-projects to improve the city's attractiveness (various sites)
- Inverlochy Park & Te Aro Walkway
- Enhancement of footbridge, Bolton Street Cemetery

- Enhancement of Historic Common Grave and surrounding area, Bolton Street Cemetery

Cost : \$ No costings available

Additional Info : Included in the Projects that could be funded by the Charles Plimmer

Source : Report 3, SPC Meeting 11/12/08

Comments :

DEMOCRACY

Participatory democracy cares for people and is inclusive, including provision for peak oil, considering the local economy, local growth, public transport and active modes of transport (walking and cycling). Also includes decent housing that is affordable.

Value for money

Meaningful consultation with people around focused topics such as transport, which can stifle development, enjoyment, and business.

Reduce costs of publicity and advertising – colour [newspaper] ads not necessary.

Re-direct money away from PR, which is only self-interest and not directly beneficial. Else elements of media become biased. Encourage a wider use of media [e.g. spreading the media spend across more outlets] that will reduce WCC's ability to control messages.

Environmental advocacy

WCC uses the legal process to “gag” environmental groups from making media statements on the issue

Accountability

There is a need for accountability and transparency.

I would like to see Council and SPC meetings broadcast live via a webcam in the Council meeting rooms. I think this would give added value to participation and involvement in Local Government. Just to be able to watch the process enables and empowers the community. The barrier of cost for the citizenry to participate is minimised. The cost to council for providing is also minimal. It's a great idea.

Councilors getting out into the community to hear what constituents want/need is a start but once a year is not enough. Councilors need to start earning their pay cheques in ways

that ratepayers can see.

Councilors decisions and voting statistics should be regularly made public. After all councilors are supposed to be representing the best interests of the citizens of Wellington.

The attitude of Councilors, “I have been elected so I can do what I like for three years” must change, and the culture within Council that supports this must change.

Council must not be able to override the Ombudsman, that would be undemocratic.

Fairness

Council uses ratepayer funded lawyers to litigate with limited budgeted community groups. A fund should be set up to help community groups 'fight council' when council has got it wrong.

Lots of Money is wasted – poor decisions being fought.

Council officers are changed from projects if they appear to act in communities interests.

WCC decisions need to be delivered with consistency.

Council representatives on boards should not be paid extra for being the council representative.

Equality

The system is not equitable (for low income, individuals, groups etc).

Enhancement of Issues Resolution processes. At the end of the day; the people who work in the Issues Resolution Office are employees of the Wellington City Council. We need a step between the IRO and litigation - maybe a council funded independent body with authority to make decisions???

Council needs to get tougher with “compliance issues” on developers.

How many times have we seen shocking examples of developers riding roughshot over the district plan and other regulatory requirements only to have the WCC backdate or overlook the infringement at the expense of the Ratepayer? It is time for the WCC to ensure the rules are followed by all - especially developers.

DISABILITY

“Disability” means more than just needing wheelchair access

People with a variety of disabilities need to feed into the Disability Policy and Disability Reference Group

DISASTER CAPITALISM

Disaster capitalism

This is the term given to the philosophy and practice of neoconservatives (neocons) to capitalise on natural disasters, and other “shocks”, in order to implement what they see as desirable social initiatives. For examples of this see “The shock Doctrine – the rise of Disaster Capitalism” by Naomi Klein, publisher Metropolitan Books (2007).

For example, amongst many other cases, the book documents the following: after hurricane Katrina’s visit to New Orleans, one of New Orleans’ wealthiest developers said “... I think we have a clean sheet to start again. And with that clean sheet we have some very big opportunities.” In practice the opportunities, in part, meant that the Louisiana State Legislature in Baton Rouge had locked in plans to level the public housing projects and replace them with condos.

The book also documents the fact that, within nineteen months of the hurricane, with most of the city’s poor residents still in exile, New Orleans’ public school system had been almost completely replaced by privately run charter schools. Before the hurricane, the school board had run 123 public schools; now it ran just 4. Before the storm, there had been 7 charter schools in the city; now there were 31. New Orleans teachers used to be represented by a strong union; now the union’s contract had been shredded, and its forty-seven hundred members had all been fired. Some of the younger teachers had been rehired by the charters, at reduced salaries; most were not.

I’m fairly sure that with New Zealand’s population distribution and administrative systems, such major changes would be unlikely to occur in any major centre, let alone on a national level, but I do have concerns that a local initiative, such as the privatisation of the water supply in Wellington, could be slipped through following the likely confusion resulting from a major earthquake in that city.

I believe that some form of local process needs to be implemented to ensure that initiatives such as the above, which would clearly over-turn well established local, and democratically established, preferences, could be engineered.

NOTE: Keep an eye out for a new movement that will be launched soon in the Wellington Region called "Civil Resilience".

DOCUMENT AUTHENTICATION

On several occasions documents which were clearly identified as being part of the Wellington City Council operations turned out to have no standing because they had never been formally approved and adopted by the Council. One was the conservation policy relating to the WWI German artillery piece / gun which was displayed at Newtown Park, removed for maintenance/repair work, and then re-sited elsewhere, contrary to the objections of the Newtown Community which had relied on the gun's conservation plan to ensure that it was returned to Newtown Park.

The other was the Makara Community Plan which was developed with input from both the Council and the Makara Community over a period of several years. When a resource consent application was made for development in the Makara area, the local community were horrified to discover that their Community Plan had no standing because it had not been formally adopted/approved by the Council.

This suggests that any documentation relating to the Wellington City Council that anyone comes across should be checked out with the Council to ensure that the relevant paper work has been properly approved by the Council.

Alternatively, and more easily, the Council should have a policy of including the date of approval, and the formality of the process, on the cover sheet of all documents.

ECONOMIC ALTERNATIVE

This contribution is added in early February 2009 after a major economic collapse around the world and much discussion of the need for some form of much stronger world wide economic monitoring to prevent a repeat occurrence.

That raises the question - is there an alternative to capitalism?

An affirmative answer to that question can be found by Googling "Mondragon" where details of a successful commercial enterprise based on the primacy of labour, rather than capital, are featured.

Here are a few quotes from one of the Mondragon sites:

* The cooperatives do not discriminate on the basis of religion, politics, ethnicity or sex.

- All authority is vested in the "general assembly" which consists of all the worker owners of the enterprise, one person one vote. The general assembly elects the "Governing Council" which would be like the Board of Directors, which appoints (and removes) the organisation's management.
- Generally, a corporation sells shares of ownership and management to raise capital, and then hires labour. The Mondragon Cooperatives do not sell shares in order to raise capital. Here, the workers own the corporation and the management and rent the capital. and

- In the Mondragon cooperatives Labour is granted full sovereignty in the organisation of the cooperative enterprise, the wealth created is distributed in terms of the labour provided (and not on the basis of shareholdings) and there is a firm commitment to the creation of new jobs.

If you think that sort of approach has any sort of value, visit the Mondragon site for more information.

Locally, in Wellington, I believe the Council should encourage such a cooperative approach through the policies it adopts and the decisions it makes.

ENERGY

Energy efficiency

Introduce the latest technologies in transmission & reticulation to reduce the “waste” of energy.

Promote action on energy conservation.

Alternative energy sources

Plan for and promote alternative sources of energy.

Meaningful subsidised solar heating.

Bulk purchase scheme to reduce the cost of efficient low-emission wood burners.

Wellington should work towards self - sufficiency in power. Wellington topographically is well suited to wind turbines and tidal generators.

Supply needs to be sufficient to make provision for recharging electric cars with the appropriate network of recharge stations.

ENGAGEMENT

People working together on issues: for example active listening, no fighting.

Greater community involvement in decision making and actions, for example: community perceptions and the delivery of objectives.

A Council that actively listens; independent and professional officers. For example: Council hear what they want to hear.

Engagement Policy implementation (e.g. where is it?).

Council initiatives are often started without consultation.

Consultation is but one part of Engagement. A separate page is at <http://wellington-ltccp.wikidot.com/consultation>

Councilors should ensure they have read and understood reports, and discuss the issues with the community before making decisions. Time must be made for participatory democracy. Reports should be available several weeks ahead of meetings to allow time for discussion.

Council publish what they have done, but do not adequately communicate what they are going to do to enable time to respond.

Council should practice participatory consultation.

Councilors need to ask the right questions.

EQUITY

The Council must be accountable for maintain equity between the many communities that make up our city.

We are all taxed by the Council in the form of rates and we should expect that the spend in our area should not be disproportional to that spent in other areas. While financial spend is the obvious and easiest measuring tool there must also be a measurement of the social spend.

The spend should be in relation to the size of a community.

In the current situation (2008/9) some areas have millions of dollars spent on building new facilities, and refurbishing other facilities while neighbouring communities get token gestures.

ETHNIC DIVERSITY

Council to support members of different ethnic communities through relevant and appropriate communication ensuring effective ethnic community engagement with council.

FINANCES

The current economic climate (2009) is such that some projects must go on hold. Development of facilities such as the indoor stadium, while they may be required by a sector of the community do not justify the level of expenditure in such a climate.

In ten years the global depression will continue, so WCC must take care with expenditure. The peak oil era is over and there will be fewer cars and no need for large new roads.

Loans & Grants

The loans that Wellington City is carrying need to be prioritised and paid off. The existing debt servicing cannot be sustained, particularly if the current recession deepens or drags out more than a few years.

Pay of the loan for one large project before another project is started. Cash in the bank to pay for a development is better than borrowing all the time.

In terms of other organisations (sanctuary & MEC) the Council should not be seen as a benevolent society.

Shareholding

Do not sell the Council's shareholding in Wellington Airport Ltd

Prior to the selling of any city silver (assets) consult with the residents and businesses in a meaningful way, listen and hear what the people of Wellington say and act accordingly.

User Pays

Wellingtonians pay through rates for services such as libraries, city museums and art galleries. The Libraries already charge non residents for library services. Extend this user pay concept to other services such as the city museums and art gallery.

GOVERNANCE

Tenure

Limit Councilors tenure to a maximum of three terms – the turnover isn't high enough among elected officials. Same old faces same old solutions.

Looking at the Super Council with the community Board structure would also enable more people to be involved, bringing fresh ideas and solutions and directions for the community.

Have regular forums for people who might wish to stand for council so that they are clear on the role and functions of Council/councilors.

Accessibility to governance

Council Committee meetings tend to be in office hours and in town. We want flexibility of times/days and locations for example in the suburbs they affect and at times outside regular work hours. We also expect reasonable time limits for oral hearings. At the moment 2 minute limits are too constrained.

Remuneration

Councilors could be paid for meetings attended plus a small base salary.

Governance

Council officers need to be 'distanced' from political decisions.

There is a great deal of confusion between Governance and management. Councilors are elected to be the Governors of the City (Local Government Act 2002) looking at the big picture rather than the detail. Too often Councilors get involved in discussing details of implementation instead of concentrating on the setting of policy, the setting of guidelines. When councilors fail to be governors, Council staff step in.

Code of Conduct for Elected Members

A code of conduct provides guidance on the standards of behaviour that are expected from the Mayor and elected members of the Wellington City Council. The code applies to elected members in their dealings with:

- each other
- the Chief Executive
- all staff employed by the Chief Executive on behalf of the council
- the media
- the general public.

The full Code can be viewed at <http://www.wellington.govt.nz/about/mayor/pdfs/elected-codeofconduct.pdf>

Super Council

No "Super Council". The bigger the Council the less democracy.

The greater Wellington (Cities) area is a small area both in terms of New Zealand but certainly international standards.

A Super Council for Wellington, Hutt Valley, Porirua and perhaps Kapiti could work. But in order for it to do so, there must be a network of Community Councils responsible for a community of interest (whatever "Community of interest" means). A super Council that can co-ordinate services across the greater area eg sewage treatment, water, regional transport etc is a necessity while really delegating to Community Councils powers, duties and responsibilities to "run" a community Council. Already Wellington City uses facilities located in Porirua. Community Councils would give local residents/ratepayers/business people more say in the running of their local community.

Voting Systems

Wellington City Council operates under the "Single Transferable Vote" (STV) system for the election of mayor and councilors.

The city has 5 wards from which are elected between 2 and 3 Councilors. This arrangement of 5 wards where 2 or 3 persons are elected means that each ward is too small for STV to be operated effectively. Perhaps Council should look at combining wards to ensure the effective use of STV which ideally needs 5 candidates to be elected for each ward.

Local elections for the Wellington City area involve two different systems. The fact that these two different systems are included on the same A3 sheet has caused confusion amongst some in past local authority elections.

Voting for Wellington City Council and Capital & Coast District Health Board is by STV. In this voters are required to list in numerical order their preferred candidates. In voting for the Greater Wellington Regional Council, the system used is FPP where a certain number of candidates are voted for by ticks without specifying any numeric priority.

The FWPRC believes that both systems can be used but in order to minimise any confusion, that the voting papers be separated onto two separate sheets so that the STV voting system is on one sheet and the FPP system for the Wellington Regional Council is on a separate sheet. Perhaps different colour paper could be used to further differentiate the voting systems.

HEALTH & WELLBEING

Healthy City

Council to bring together the Key senior persons (CEOs) from every Government Department, NGO, Local Body 3 (three) times each year so they can competently coordinate the actions required to ensure a healthy city where the wellbeing of the residents is paramount.

HERITAGE

Wellington could do more to promote local heritage and national heritage.

Greater focus on marine heritage.

Focus on the harbour but provide stronger links to the communities.

Attention to churches and [their] grounds as focal points.

Character

No more wind turbines in the rural area... we have done our bit!

Further beautification of the [Makara] area is required.

Immediate attention to public access. Views: damaged fences need to be treated [immediately] like graffiti.

Protection of views from Makara "Promenade" (Fishermen's Bay).

Recognition of coastal character of existing baches (Makara coastline).

Link associated plans. Example: hilltop overlay.

Retain the peace and tranquility of the [Makara] district.

Maintenance of Heritage Features (incl buildings)

In times of financial stress, such as at the start of 2009, there can be a temptation to cut back on maintenance, both of heritage features and essential infrastructure. The need for

a well planned and on-going infrastructure maintenance programme has been addressed elsewhere; the importance of continuing with the maintenance of heritage features is equally important.

A large percentage of the relatively few heritage features in Wellington are of such a nature that if they are not regularly maintained to a high professional standard, they can start to deteriorate rapidly with the result that, within a few years, major reconstruction or redevelopment can become necessary in order to restore them to a standard which will enable the public to appreciate their value and to recognise the links with the city's past which they embody. Regrettably, such a level of care is not always forthcoming, and some valuable heritage features have been allowed to deteriorate to the point where they have disappeared.

LTCCPs, and particularly the revision of 2009, need to give a high priority to explicitly providing for the continuing maintenance of the city's heritage features.

HOUSING

Type of housing

Single Occupancy of Dwellings – is increasing – this is putting pressure on reticulated services & transport - raises concern about social isolation.

Council and Government Housing – future development should be integrated with existing housing – avoid pockets of lower socioeconomic housing development. Important that Council and Government play a supportive role in residents owning their home. Greatly improved coordination between Government & Councils. Streamline the by laws, consents and inspections to enable home owners to have reasonably priced sound homes.

Council housing stock upgrade (with central Govt) must continue.

INFILL HOUSING

Infill Housing

Historical

Attempts at infill housing in the past has resulted in high density of residents but at the cost of poor quality workmanship and poor quality dwelling spaces. Many Council flat areas are infill housing of the past and while they attract favourable comment following

construction, the implications to the social fabric of that developed community has been neglected. In recent years there has been examples of infill housing that have been disastrous in both of these ways. The Palm Grove complex in Berhampore is an example of poor design and workmanship that has resulted in extensive work and repairs being required to make the buildings inhabitable.

The development of council housing at complexes such as Newtown (Te Ara Hou & Newtown Park) were of a standard that when built received awards and commendations from many different groups. These, along with other Council housing stock are being upgraded.

Present Day issues and Concerns

The Wellington City Council Has taken a stance to concentrate people to live on the "Transport Spine" of Wellington City.

These proposals have been focused in specific areas of Wellington with little understanding of existing communities.

No proper planning or upgrading scheduled as a result of infill or greenfields developments.

How will North Wellington commuters, shoppers access Johnsonville as a result of the proposed further infill housing.

How will commuters and shoppers be catered for in Johnsonville Town Centre?

Infrastructure and comprehensive planning for all services for the increases should precede these projects.

Infill housing strategy still needs to enable all suburbs (including Johnsonville and Kilbirnie) to retain character and allow residents to preserve their light planes etc.

All WCC residents should be given notice of any proposed intrusive development adjoining their existing residence. (Design guides).

Plan 66 is adverse to the growth strategy already adopted. Malls are the shopping of choice for many shoppers (eg. Newtown bus service to Queensgate).

Infill housing is fine so long as it is done in a sympathetic and tasteful manner but the targeted intensified infill housing proposed in Johnsonville and Kilbirnie will effectively rip the guts out of the community. Those who want to live in high rise apartments live in Wellington. People buy homes in the suburbs for the suburban life style and intensified infill housing is not part of the suburban persona. Change will happen but to invite these wholesale sweeping changes to the suburbs of Johnsonville and Kilbirnie is to put existing residents at a distinct disadvantage over other Wellington residents.

Infill housing must not be treated as a cheap means of providing accommodation for people. Such an approach will result in poor design, poor workmanship and a generally poor quality complex that fails to meet the needs of residents after the first decade and the result becomes a run-down building that attracts an appropriate clientele.

INFRASTRUCTURE

Infrastructure

By far the greatest amount of money that council spends is on the development/maintenance of the infrastructure of the city. This includes roads and footpaths, water reticulation, sewage collection, etc

Many areas of Wellington have suffered the adverse impacts of developments over the last few years. This has included the inability of systems to collect and remove storm-water run-off, the inability to supply pressured water to areas where additional housing has been built within a community etc.

Council has agreed that development of Wellington should comprise the option of concentrating citizens in specific areas of the city, rather than in an environment of urban sprawl. It is recognized that the plans (of infill housing variety) are often long term (15 to 50 years). However, in many areas of the city, where this infill housing is being concentrated, the infrastructure is dated and barely meeting the needs of the present residential base, and expected growth. There are also issues of the capability of the infrastructure downstream to cope with the impacts of cumulative development.

Improvement of infrastructure

Infrastructure needs comprehensive planning for all future expansion as well as maintaining, and where possible, improving upon such services as:

Public Transportation

Electronic timetables in bus shelters to advise next bus etc.

Feeder services considered desirable.

Regional Transport – Computer based information system that shows how to move around the region in a timely and efficient manner. Need for Council to ensure that product and people can move economically and efficiently around the whole region.

- Cheap
- Reliable

- Frequent
- Park and ride areas available in suburbs. Currently parking at transport centres overwhelms residential and small business people near these centres
- Parking and development has contradictory and ‘not resident friendly’ rules – ie restrictions on creating further parking in Johnsonville

Streets

Bypass should be upgraded as originally planned to enable cross- city transport – including buses and delivery trucks to move the shortest distance efficiently.

- Clean
- Well lit areas
- Safe
- Foot path and road maintenance
- Transmission Gully supported and completed
- Regular audit of street signs’ visibility
- Regular audit of tree heights in relation to power lines
- Enforce bylaw relating to display of street number in CBD and suburbs

Water

Actively promote and action water conservation.

Build more bulk water storage facilities to ensure continued adequate water for the region.

Ensure there is planned maintenance of all the water reticulation systems.

Subsidise rain water collection tanks in private and commercial residences – not necessarily potable water quality.

- Free water always

Water Savings

- Water saving measures should include a subsidy for rainwater tanks as part of the package.

Rubbish and recycling

- recycling bins to be “wind-friendly”
- open accountability of recycling. Separating at source but it appears currently council contractors dump stuff into one or two compartments of the recycling truck potentially contaminating the recycled goods

- currently backyard collection of rubbish is available (at cost) but not recycling collection – lets change that
- Ongoing review of recycling practices

The green recycling bins blow away and scatter recycling on the streets. Introduce a covered over wheelie bin system like other cities have done. This could include a service that is less frequent (e.g. fortnightly), or in high density areas bins could be dropped off at pick-up points.

Redesign of recycling systems. Become sustainable.

- More numbers to be recycled 5 & 6
- Curbside bins with lids
- do plastic bags to separate recycling
- recycle things such as batteries

Provide more incentives to recycle or disincentives not to.

Public Conveniences

- Installation/ upgrade of public conveniences in suburbs
- Clear signage to CBD toilets

Sewerage

Current system needs a lot of attention to bring it up to an appropriate standard. Needs to be a priority.

Road Surfaces

Road surfaces around Wellington need continual maintenance. Road surfaces suffer from the heavy traffic (both in terms of traffic and vehicular weight). Many roads are by nature of the topography subject to water damage or slips.

Council in its LTCCP needs to ensure funding is available to repair roads.

Footpaths

Footpaths of Wellington become a hazard to pedestrians when tree roots grow through the footpath surface or push up the pavers of a footpath. Following roadworks (or similar across footpaths) the hole is filled and sealed and left. In a short time that area becomes compressed and "sinks" leaving a depression. When the paving stones become uneven the danger to pedestrian tripping escalates to dangerous levels.

Improve the standard of footpaths.

Footpath network must be improved in many areas of Wellington, particularly where there are no footpaths on bus routes.

Enforce requirements to place services (power, phone, internet) under footpaths when footpaths are resurfaced and resealed. Eventually the whole city will have underground services. New subdivisions already have underground services.

Broadband Cabling

Council should facilitate private expansion of underground broadband cables, rather than doing it themselves.

Communications/power lines should be moved underground where possible. Council should make good on previous commitment to put wires underground if pavements are being dug up.

Power Supply

Wellington should work towards self-sufficiency in power. Wellington topographically is well suited to wind turbines and tidal generators.

Supply needs to be sufficient to make provision for recharging electric cars with the appropriate network of recharge stations.

MAKARA

Resources and contacts

- Makara Magazine, published and distributed locally, approximately every two months – Debbie Delaney.
- Makara Yahoo group.
- Makara Guardians website.
- There is a Community Blackboard on the corner of South Makara Road.
- Makara/Ohariu Community Board – contact through WCC.

Discussion point: should we resurrect wider use of community notice boards

NATURAL ENVIRONMENT

Green Areas

- Ridgeline and hilltops preserved
- Importance of green space recognised and preserved
- Reserve Land from developers needs to be useful useable space for recreation and/or sport
- Beaches and parks must be maintained

WCC's responsibilities

Section 6 survey (RMA) outstanding; requires review of outstanding natural landscapes and historical sites.

Tendency of WCC to promote specific historical elements.

Closer work with Historic Places Trust to evaluate historic community assets.

More effective liaison between agencies, within common interests. Example: sewerage treatment overflow controls (WCC) whilst GWRC is improving streams.

Environmental activities

South Coast planting

Planting

The importance of creating a beautiful city can't be underestimated. It's how we attract and keep residents. Care needs to be taken around what we plant (I'd like to see more fruit trees), where we plant them (access for picking purposes), and encouraging people to be available for maintenance (arborists and pickers).

Perhaps we should discuss a micro-credit system so that people can borrow small sums of money to start incentives (such as a group of fruit trees)?

Maintenance of public spaces (e.g. plantings of native grasses) must be ongoing. Many people are allergic to dry grasses. Grass seeds are a serious risk for dogs, seeds get up their noses and in their ears.

Power Usage

All must be aware of the resources that are available to us from a national source. All resources are limited and to one degree or another finite. Electricity supplies are governed by the ability to generate and the ability to reticulate that energy to consumers.

Consumers are being encouraged to save power consumption both in their workplace and homes.

The council should have a policy where it commits to not increasing power consumption (in its properties) while ensuring council services and public safety are maintained. Significant savings may already have been made, but vigilance to prevent wastage is essential

NEWORK TRAFFIC MANAGEMENT

NEWORK Traffic Management

The concept is one of enabling travelers (to or from work) to do so in a manner that enables them to do so economically in terms of cost and in terms of time.

It is not one whereby an authority tells drivers where is best to travel but much more one of allowing drivers to decide for themselves from reliable, accurate and timely data being available to them..

Background

The situation at present is that the roading systems throughout the country become overloaded (in some cases gridlocked) for a relatively short period each day. this time is dependent upon the starting and finishing times of the dominant workforce of the area and is generally between 7.30am and 9am with commuters traveling to their workplace and between 4.30pm and 6pm in the evening when people commute to their homes. These delays are exacerbated by the inevitable accidents or roadworks or emergencies that occur.

The delays experienced at these times a costly to the country in a number of ways

- fuel consumption - cars in queues left idling
- exhaust fumes - adding to the atmosphere dangerous emissions
- time - people arriving late at their place of work

What would be the impact if a driver could ascertain before leaving home or leaving work, where the delays were and have suggested alternative routes? What would be the impact if a driver could ascertain while commuting, where the delays up ahead were and have suggested alternative routes? If the driver had this information, he/she could make decisions that are relevant to their own circumstances.

Public Transport

This is not in any way to stop the initiatives for using public transport. Public Transport can also address those issues listed above. There are also social benefits for using public transport that can never be experienced by using a car.

The initiative to have installed throughout Wellington an information system that will let commuters on the public transport system know accurately when the bus is to arrive is but one initiative that can assist and encourage people to use public transport.

Another is to ensure that public transport is reliable both in terms of

- arrival at the point of pickup – the arrival is on time
- there is information available if delays occur
- once upon public transport, the vehicle delivers the passenger to their destination reliably and on time.

However, there are always those people who for various reasons will wish to commute by car. Public Transport may never be an option for them. So try to find ways of getting from “A” to “B” quickly and efficiently.

What information is required for the vehicle commuter?

In order that a driver can make their own decisions, and on balance make better and more detailed choices data on traffic flows needs to be available both in real time and historical contexts.

The data needs to be accurate and fine grained so that the driver can make an informed decision on choice of routes available.

The Driver needs to know

- What traffic conditions are on the route that is normally followed (often the shortest physical distance between two points)?
- What traffic conditions are like on alternative roads?
- What is causing the build up of traffic on the road ahead?

Collection of Data

There are systems and technologies currently available where this data is already collected and is available to various authorities. The unfortunate issue is that the data is generally not shared between authorities or the public

It is noted that some authorities provide information to the public for stretches of road under their jurisdiction. This is often in the form of webcams which show the current situation at selected sites. Transit New Zealand on their website <http://www.transit.govt.nz/road/webcams.jsp> show webcam images at Auckland (17 motorway sites), Wellington (4 motorway sites), Tauranga (8 sites) and Christchurch (13 sites). Transit also operates an infoline (again on state highways).

Many other organisations include in their webpage views from webcams that are regularly updated.

Information is available from other webcam users including the Wellington City Council. An additional source of traffic movement that is available is the information collected through the operation

Wellington has around 1100 taxis. Many of these are fitted with GPS systems that give accurate location information back to their base. This information should enable the automatic calculation of movement. If several are stationary for any short time, this might indicate traffic congestion. One stopped at a particular location might indicate the picking up or setting down of a passenger, several stopped (unless on a rank) indicates traffic issues

Other taxis have other systems that could supply the data.

Go Wellington Buses are also GPS capable with information that can be supplied from buses traveling all over the city.

Wellington City Council receives information from sensors and cameras at traffic lights. These provide historical data that could be used to identify traffic flows throughout the day.

Making the Information Available

Information needs to be available both before the journey from planning, and during the journey for updating choices. It needs to be available in a number of formats that are of assistance to drivers.

Information about routes, including densities needs to be predictive make recent and historic information on traffic densities and timing available to enable a prediction to be made about today. The traffic flows of the same day last week are likely to be similar to the traffic flows of today.

Access should be through all available current technologies. The web is an obvious choice. Available now from peoples homes and through the use of cellphones. Logging onto a site that makes this available to the public is technology available to all. It is not something new.

Information is community owned but can be given away to commercial operators who will present it in proprietary way to their customers

GPS navigators are designed to seek update information from low power radio stations.

Cyclists and Pedestrians

Cyclists and pedestrians have the same information needs as motorists, yet finer grained. Their routes are shorter but interact with vehicular traffic at crossings, intersections and the like.

The Wellington City Council has developed a walking policy that is part of Council's Travel Demand Management plan. This walking policy along with the cycling policy is complementary not exclusive to the issues raised above.

LTCCP Implications

The implications for the LTCCP are for councils to provide resources both in funding and staff to bring together the various parties to bring about a co-ordinated and comprehensive system of information gathering and distribution that is available to the public that assists drivers to complete their journey in safety and in the most efficient and time effective way possible.

PLANNING

Planning

WCC needs to generate adequate research before making recommendations. For example: a full traffic assessment for expansion and restrictions (ditto for other infrastructure services).

PLANTING

The importance of creating a beautiful city can't be underestimated. It's how we attract and keep residents. Care needs to be taken around what we plant (I'd like to see more fruit trees), where we plant them (access for picking purposes), and encouraging people to be available for maintenance (arborists and pickers).

Perhaps we should discuss a micro-credit system so that people can borrow small sums of money to start incentives (such as a group of fruit trees).

POLICY

Policies in the Council context.

This page attempts to define what a policy is, whose role it is to develop and the supports that go with the document..

Governance vs Management

This is an eternal debate as to who does what and what the boundary lines are between governance and management.

Councilors are the governors of the city and their role is to set policy, set guidelines, set outcomes and principles that enable management to achieve those things. Management is led by the CEO of Wellington City Council (Mr Gary Poole) and it is his responsibility to ensure that his staff implement the policies, guidelines and procedures of the Council as set by councilors.

It is observed that too often Councilors get involved in deciding the management decisions rather than being the governors of the city. There have been instances at SPC meetings where councilors have recognised that they are doing the management's job and yet in the next breath they (councilors) continue to be the managers.

Policy Definition

- A course of action, guiding principle, or process considered expedient, prudent, or advantageous
- A plan or course of action, as of a government, political party, or business, intended to influence and determine decisions, actions, and other matters
- a planned or agreed course of action usually based on particular principles

A Policy

- is a written statement, which defines the council's position or strategy in regard to a core process.
- defines the parameters for decision-making and clarifies compliance issues for staff
- defines principles that are followed by the decision maker (managers).

A Policy is not

- a statute,
- a procedure,
- a guideline
- a framework or
- a regulation
- a decision of implementation

POPULATION LIMIT

It is great to see that someone has mentioned population as this absolutely key element is usually missing. We at the Island Bay World Service (www.ibws.blogspot.com) have

held a series of debates and concluded that population control is the number one global issue. Why?

The world is overpopulated and there has been an absurd population explosion of people in our lifetimes - a doubling from 3 billion to 6 billion in the 40 years from 1960 to 2000, and it goes on up. The consequences, once pointed out by scientists with complex global models but now in the daily media, are clear - including food shortages, water shortages, conflict over resources, oil peak, climate change, environmental destruction and extinction of other species. Continuing growth mania, particularly in economics, prevents a decent life for people and is the cause of the current global crisis.

We believe that we are all part of the world community and must play our part. Population must be brought under control and reduced, here in Wellington as across the world. This is demanded of any world citizen.

Close to hand, population control removes the erosion of quality of life, as more people demand infill housing and more reservoirs. And Council plans for population increase only because some demographers have forecast on past trends for more people - there is no thought here for the Wellington we want or for the idea that we could control and decide about our city.

We have made submissions on population policy to both the City and Regional Councils, as well as national politicians and suggest others do likewise.

POPULATION POLICY

There has been an explosion in population worldwide in the last 40 years. We need to start a rigorous debate in this area to create responsible planning about this increase, and what this means to Wellington and New Zealand.

This population increase has serious implications to the market, environment, services, resources, accessibility, transport, and sustainability.

There needs to be extensive debate on population trends for Wellington City covering areas such as

- population
- growth
- capacity
- sustainability

There are alternatives to the continuous focus of population and economic growth (no population growth/minimal population growth). Should WCC be encouraging Population and economic growth?

Population Target

Minimal growth target – due to relationships to housing needs, services such as transport, water etc.

PROFESSIONAL DEVELOPMENT

Education of officers and elected officials

Induction of Councilors and Council officers should include information on streams/waterways so they can better understand the full impact of their decisions/recommendations.

LGOIMA needs to be part of Officer & Councilor training.

Processes

RMA, infill housing, character of community... the process is concerning.

RECREATION

Recreation facilities

More emphasis on recreation facilities, not just sport.

Development

Pursue active development of safe bridle paths [for horse riding and cycling] and walkways.

Safety

Safety of recreation users needs attention [in Makara]. Cycles, horses, walkers (not potential conflicts).

Development of balanced consideration of all recreational activities that might be developed.

Land use

If [wind] turbines become inoperative they are to be removed (according to the resource consent conditions) and the land known as “Makara Farm” should become a Regional Park.

Link Council land with private land for safe recreational use.

Sport and Recreational Facilities

Introduction of “Seniors’ Playground” to better meet the needs of our ageing population base and enhance/encourage physical activity in the older age group.

[Facilities should be] accessible to all Wellingtonians.

Netball Courts/Indoor Sports – affordable?? We need to know what the community wants!

GWRC approach ‘appalling’ not giving approval to use Centreport land. The Netball courts are planned for wrong end of town for access (like the new regional hospital).

RESILIENCE

Community Resilience

Cohesive communities are forming (international trend)

There is growing evidence that (Western) communities are becoming more aware of the need to draw together. There is no proof as to why, however speculation includes the shock of the World Trade Centre attack, the perceived threat of global climate change, and the concern over the limit to the world's oil supplies. No doubt the current international economic situation will also contribute to an increased need to become more self-sufficient.

New Zealand lags behind the rest of the world in this movement but is quickly playing catch-up.

(2007) Building cohesive communities: The crucial role of the new local performance framework. UK: Department for Communities and Local Government.

Sustainability

This is a huge topic - but we need to have significant discussions and debate around this area. Specifically what impact planning/development has on the environment and how this feeds into the democratic process (how people can become involved in the planning

process or make their voice heard in order to retain a green space or park in the face of development).

Loose networks are forming

Loose networks in communities are networks of people who have a loose association with one-another. These networks are important not so much in what they provide directly, but what they provide when called upon. For example, if a person required someone to look after their pet whilst away for a week they would find it easier to get help as a member of loose network, because they would know a person who knows a person etc.

Loose networks are an important ingredient for community resilience. This is "forming up" with the creation of the Transition Town networks around the world. New Zealand's TT network is growing rapidly. www.transitiontowns.org.nz

Communities are empowered to find their voice

Building stronger relationships

RESOURCE MANAGEMENT

Consents

Council needs to be more accountable when issuing building consent permits and RMA's

- Research the developer's application and claims
- Personally visit the site in question rather than make the decision based on documentation
- True cost of development be met by the developer of intensified infill house developments and Greenfield subdivisions so the cost is not passed onto the ratepayers ie infrastructure cost of sewerage and water etc
- Developers to provide adequate parking pro-rata to occupancy of building
- Explanation of why consent permits are required in say home improvements ie wetfloor, decking etc

Resource Management Act

Recognition of Community Plans [such as the 2002 Makara Community Plan] and promoting recommendations.

'Wet and Wild Stream Plans' and taking action.

Tendency of Councils to take narrow views. Example: use only the RMA and ignore land ownership [legislation].

Use / abuse of planning processes to delay, defer, reduce.

Caution of allowing retrospective [resource] consents – widespread problem.

Allow Councils more effective powers of enforcement and remedy.

Control proportional application of members against individuals/large corporations.

Fiduciary duty to be!

WCC has rights and controls but must ensure responsibilities/duties [are complied with] under ALL Acts (legislation).

RICH-POOR GAP

The book "The Impact of Inequality" is by Richard G. Wilkinson who is Professor of Social Epidemiology, Division of Epidemiology and Public Health, University of Nottingham Medical School and Visiting Professor at the International Centre for Health and Society, Department of Epidemiology, University College London.

The book identifies the differences between the rich and the poor, and the worsening effects of the gap between them the larger that gap is.

Those effects are described in terms of life expectancy, general health, violence within society, and a chapter on "Cooperation or Conflict", and a final chapter headed "Liberty, Equality, Fraternity - Economic Democracy" which has pointers towards reducing that gap between the rich and poor.

I'm not entirely sure how all this can translate into action at the local body level - a starting point might be the salaries paid to officers and Councilors and gaps between the different levels within each?

SEWAGE

Sewage

How many people realise that sewage is not properly handled? This is a Council that produces glib PR such as in the Draft Annual Plan. We dispose safely of the city's waste.

We operate the Southern Landfill with the aim of ensuring that waste is disposed of safely.

Last year Stop the Stench collected around 500 signatures in a couple of hours at the Brooklyn Fair. People told us of their headaches and illness, of the need to shut themselves indoors from the stench and of the lack of action when they have complained to the two Councils. The City Council runs a dysfunctional system and the Regional Council fails its duty to monitor the environment.

The city's sewage (our shit) is dewatered at Moa Point and then pumped across to the Southern Landfill where it is spread out under one-tenth of a meter of fill. Dangerous chemicals build up in the process. That system beaks an agreement reached with locals at a public meeting that the sewage would be buried in trenches, deep, with six feet of covering. All that is done under a permit which has run out, but the law allows them to go on as long as they and the regional Council like. There is no proper monitoring and neither Council knows what it is doing.

1. Council puts more attention into entertainment and prettying up the inner city than sewage, which is out of sight, out of mind.
2. Consultation with this Council is null, meaningless.
3. The WCC lacks the necessary expertise to deal with sewage and has no intention to seek such expertise despite our years of argument.

SUGGESTIONS TO CUT COSTS

Challenge the 'real' benefits of projects. Example: Kilbirnie indoor sports stadium, as opposed to the original proposal of the community sports adjacent to the Westpac Stadium.

Look to reduce internal costs that are not entirely necessary, or 'green'. Example: workshops away [for Councilors/Senior Managers], excessive travel, overseas travel, entertainment, catering.

Increase use of video conferencing.

SUSTAINABILITY

This is a huge topic - but we need to have significant discussions and debate around this area. Specifically what impact planning/development has on the environment and how this feeds into the democratic process (how people can become involved in the planning

process or make their voice heard in order to retain a green space or park in the face of development).

A definition

The best-known definition of sustainability or sustainable development is the definition by the World Commission on Environment and Development. This suggests that sustainability is defined as "forms of progress that meet the needs of the present without compromising the ability of future generations to meet their needs." (Brundtland Commission, Our Common Future, 1987)

Sustainability means

- Thinking about our priorities and actions
- Making small changes - lots of people making small changes has a big effect
- Trying out new ways of doing things
- Working together
- Taking responsibility
- Sharing responsibility
- Feeling good about ourselves and our communities

Wind Farms/Wind Turbines

Windfarms are looked upon as a renewable source of energy that is available to all in a manner that is only limited by the amount of wind available to turn the turbines.

There is however increasing evidence that the presence and operation of wind turbines creates health hazards for neighbouring residences and people nearby. These concerns need to be addressed.

THE LTCCP PROCESS

****Question**

****Are we being conditioned for cut regardless of what the LTCCP process delivers?**

The papers put out to inform appears to be the same old "present and rubber stamp" , the old way.

Question: How do we ensure the integrity of the process is maintained?****

THINGS WE LIKE!

We have a Liaison Group in Karori (a rep from each community group). We meet and report each month. We have a councilor and a WCC council employee at each meeting. They listen and report – keeping us in the loop.

Council support social interaction events organised within a community setting. For example: dances, gatherings, grants focused on social outcomes.

Libraries: free internet, newspapers, resources.

Access to Council officers.

Walkways, and the walkability of the city.

Attitude (honesty and frankness) of officers.

Call centre action improved, also now 24 hours.

Greater openness in LTCCP process.

Parks & Reserves. Lots of green spaces.

Platters at committee meetings!

Stagecoach fares for over-60s.

Support for the town organ and the musical environment generally.

Open waterfront with parkland.

Scenic drive (from Owhiro Bay to Eastbourne).

Cheap swimming pools.

Safe beaches.

The Arts Centre in Abel Smith St

TRANSPORT

Wellington City & Suburban Transport

Emphasis on low cost / free public transport.

Council should explore and adopt every means that will enable all ages and sectors of the population to leave their cars at home (on time quality service, more accessible buses for buggies and the elderly, reduce the walking distance to get on a bus.)

Transport issues - Traffic Movement, Parking, Cycling, Bus Lanes

Urban transport planning reveals self-interest of WCC, raising value of own assets, and ability to increase commercial sponsorship at expense of community desires and reasonable opinion. Example: corporate boxes [at proposed new Basin Reserve grandstand as a result of flyover].

Travel Demand Management Plan The 2006-2016 LTCCP provided that in the first three years, council would

"will improve the performance of the city's transport system through Travel Demand Management. Our Travel Demand Management Plan will include: initiatives to encourage walking, cycling and use of public transport; encouraging more intensive residential development around public transport hubs; considering our own travel practises as a Council; and considering price incentives to discourage road use."

Public Transport options

Transferable bus tickets. If you buy a zone 1 bus ticket and need to change buses, you should be able to do so and not need to pay a second time.

Light rail in the CBD. If Manners Mall is going to be redeveloped for public transport, we should put in light rail at the same time.

The Buckle St on ramp should go under Memorial Park, not around it. The original proposals to have the bypass in a "gully" with arterial routes (Willis, Cuba, and Taranaki Streets) having bridges over and a roof over the top at Memorial Park needs to be resurrected.

Parking

Parking costs – if you buy a 2-hour parking permit and move your car within the 2 hours, you should be able to transfer the parking permit to your new park, not pay again. Parking on streets is paid to the Wellington City Council and is quiet inequitable to pay again to the same supplier (WCC) within the time on the purchased ticket.

Car parks on the periphery of the CBD, with free public transport to the CBD. This will reduce congestion and improve foot traffic to businesses.

Improve the signage indicating tow away areas, and where the towed cars have been taken to.

Could have all buses terminating at Cambridge Terrace or the Railway Station, with a shuttle service through the city – this would cut down on the number of buses queuing. Sufficient parking needs to be available for people to leave their vehicle and catch the public transport.

Bus Lanes

Forget them for areas that do not have a carriageway (gutter to gutter) that does not provide one traffic lane in both directions and parking on both sides of the road. Particularly in suburban centres and arterial routes where residents do not have offstreet parking available.

Cycling

Wellington is developing a cycling plan for the city. This mode of transport is growing and while still a minority as far as road users are concerned needs to be taken into account. There are a limited number of cycle lanes and thus in other streets cyclists become part of the traffic flow and "take their chances with other traffic. Councils programme of driver education (bubble) needs to be maintained.

Safer Roads

Traffic calming in suburban streets in order that they are safer needs to be extended across the city. This needs to be a co-ordinated approach. To date, Safer Roads Projects have been implemented in Tawa & Karori. Safer Roads resolution in Newtown (which will extend into Berhampore) is in effect from 29 January 2009. The Newtown one looks not only at the main roads but also on the side streets. Similar programmes need to be rolled out in other areas of the city - Kilbirnie, Island Bay. The focus is on Safer Roads NOT on enabling traffic to travel faster

It is essential that this continue. The LTCCP should make provision for the continuation of the safer Roads project in the rest of Newtown, Berhampore and Island Bay. This includes not only the works that are required to be carried out but also the consultation process. The consultation process followed in the development of the Newtown Safer Roads process is commendable and one that should be followed in other areas.

Pedestrians

Pedestrians would benefit from the improvement of surfaces of footpaths. This particularly apply following roadworks and on those footpaths that are bricked (e.g. outside the WCC Offices in Wakefield St), where tree roots lift the seal or bricks or pavers. Roads also need to be made safe for pedestrians. This is particularly the case in shopping complexes or shopping centres.

Pedestrian priority at crossing points. The current traffic light phases are not responsive enough to pedestrians, so everyone jaywalks. This would be inexpensive to change.

At pedestrian crossings, “countdown timers” should be installed to indicate the amount of time until the lights change. This gives slower pedestrians, e.g. the elderly, the confidence they have enough time to cross.

Pedestrian access needs to be developed to resolve pedestrian access in areas throughout the city. Needs to be carried out in a systematic suburb by suburb process.

Footpaths must be maintained to a high standard to encourage use.

Footpaths must be built along many streets that currently don't have them, particularly when those streets are serviced by buses.

Petrol Prices & Supply

In recent times, the economy has been under considerable pressure from high petrol & diesel prices. While there has been a little relief in that the prices have lowered, we must be mindful that the supply of petrol is a finite resource and that its price is driven by supply and demand issues.

Also in nature, petroleum and other hydrocarbons are finite in that once taken from the land there is no more. It is not a renewable resource. This impacts on supply and thus on price. Extracting petroleum products from the land (from initial searching, exploring etc to final production is subject to escalating costs and these are unlikely to be relieved in the future

Costs

Public transport costs to Wellingtonians must be kept to an affordable level otherwise private motor vehicles will jam city streets. Investment in public transport and sustainable transport systems must be maintained

Traffic Lights

There are 27 traffic lights between the zoo and railway station - this is ridiculous. Council needs a better approach to traffic management (and stop planting things on street corners that obscure drivers vision.

Priority at traffic lights (particularly in the CBD) must be given to pedestrians (there are more of them) If this slows vehicular traffic so what?

TRUST AND RE-EDUCATION

I would like to see The WCC budget, long term, in a program to "re-build" the community trust in council.

Documents as well as anecdotal evidence clearly shows that the Community no longer trust council to take notice of it.

It has taken years for this to happen and will take longer for the damage to be repaired.

I would like to see council invest it's resources to assist the community to take a full and active part in the process, as laid out in the LGA 2002, and this means more than just "going through the process", it means listening and incorporating, as best, the wishes of the community.

At the end of the day it's we "The Community" that pays, and if the community are willing to pay for it, council has no right to deny it.

A program of re-education of both council officers and the community need to be undertaken.

Councilors also need to be educated as to what they are there for (and it's not just for rubber stamping).

Decision makers are not listening to the community. Council should listen to the community rather than relying on making decisions based on reports from Council staff, which are often put together without community consultation.

Councilors need to attend governance training – members do not seem to understand their responsibilities under the changed Local Government Act.

Council should pay more attention to residents rather than businesses.

Councilors must listen to residents, they must hear what they say and respond to resident's submissions and ideas.

Councilors need to make themselves available. Ward clinics, ward meeting where they can hear what the people want to say, not tell the community what they are going to get.

Community needs time to

- Interact with Councilors - one to one and in community
- interact with Council in a meaningful way
 - 10 minutes presentation is very limiting
 - 3 minutes public participation for an issue is ridiculous - change standing orders

Council should listen to residents and respond positively to their views.

UP FOR DISCUSSION...

Priority issues listed by workshop members at a public meeting held at Karori Community Centre on Sunday, 1 February 2009. Feel free to make comment under any heading...

- Population of Wellington
- Effects of sea level
- Size of ageing population
- Problem youth
- Strengthening community, suburbs and services
- Traffic flow – city, suburbs and beyond – regional
- Fresh water shortages
- Housing – inner city and suburbia
- Alternative energy sources
- Preservation and enhancement of open green spaces
- Sports Centre Cobham Drive & access
- Waterfront generally – too much emphasis on development
- Downtown paving & disabled mobility
- Transmission Gully
- Cross city access – particularly access to the Wellington Regional Hospital
- Karori commercial area too small for population
- Access – Karori expanding beyond roading / public transport capacity – access to Makara – tunnel limits
- Pockets of poverty
- “Greater City” – not just Wgtn, L.Hutt etc
- Traffic problems, especially new indoor sports centre, Kilbirnie
- Lack of Council central planning with all street works – traffic disruption
- Building consent & inspection delays
- Increasing delays due to poor access to essential service centres ie hospital & airport
- Delay in improving water quality & supply to Wgtn
- Ongoing problems with the inner city bypass and re-located buildings which remain vacant
- Maintenance programmes for roading, sewage, drainage, footpaths, electricity, gas water
- Efficiency in carrying out road works (i.e. not digging the same hole twice)
- Enabling the population to move efficiently around the whole Greater Wellington Area
- Contraction of the number of Councils in the Greater Wellington Area

URBAN DESIGN

Fewer guidelines, more firm and binding rules, e.g. height limits for buildings, parking, etc.

The population of Wellington is at its ideal size, it shouldn't grow past 200,000.

“Urban consolidation” should not decrease living standards of those already in an area (e.g. large buildings blocking sunlight of existing buildings).

Planning guidelines are violated, e.g. building heights are not adhered to. Council should obey their guidelines. No exceptions.

Resource consents for buildings in central Wellington are not publicly notified. Notification should be required.

Infill housing should be of a good quality, not shoeboxes. New infill should not promote wind tunnels, should consider traffic, should consider the environment, and should fit into the surrounding area.

There should be more open space in the central city, protected from development and services. Open space should have greenery.

No more buildings on the waterfront. Maintain existing open and green spaces. Look for alternative methods of funding public space, other than commercial buildings.

Access to community gardens and playgrounds for central city.

Consider artisans' workshops to bring vibrancy into the central city.

Provision of youth facilities in the central city, in better locations than the current facilities.

VOLUNTEERING

Ageing population

Shortage of community volunteers. The social change to working mothers, putting pressure on grand-parents to become 2nd time parents.

Support

Volunteers need better recognition and security to feel it is worth the effort. Over the next 10 years Council [should] actively and overtly support and nurture volunteers, volunteerism and volunteer organisations through policy and implemented action.