

KOMITI RATONGA RANGATŌPŪ ME TE RAUTAKI | POLICY, FINANCE AND STRATEGY COMMITTEE

3 September 2024

Order Paper for the meeting to be held in the **Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,** on:

Tuesday 10 September 2024 commencing at 3:00 pm

This meeting will be livestreamed on council's YouTube channel

Membership

Cr A Mitchell (Chair) Deputy Mayor T Lewis (Deputy Chair) Mayor C Barry Cr B Dyer Cr K Morgan Cr K Morgan Cr T Stallinger

For the dates and times of Council Meetings please visit <u>www.huttcity.govt.nz</u>

Have your say

You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing DemocraticServicesTeam@huttcity.govt.nz or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY



KOMITI RATONGA RANGATŌPŪ ME TE RAUTAKI | POLICY FINANCE AND STRATEGY COMMITTEE

Chair:	Cr Andy Mitchell		
Deputy Chair:	Deputy Mayor Tui Lewis		
Membership:	Mayor Campbell Barry		
	Cr Keri Brown		
	Cr Brady Dyer		
	Cr Simon Edwards		
	Cr Karen Morgan		
	Cr Chris Parkin		
	Cr Tony Stallinger		
	Refer to Council's Standing Orders (SO 31 Provisions for Mana		
	Whenua)		
Quorum:	Half of the membership		
Meeting Cycle:	Meets on an eight-weekly basis or at the requisition of the Chair		
Reports to:	Council		
Membership RMA	An independent Commissioner plus a minimum of either three		
Hearings	or four elected members (including the Chair) and alternates		
	who have current certification under the Making Good		
	Decisions Training Assessment and Certification programme for		
	RMA Decision Makers		

OVERVIEW:

This committee assists Council in setting the broad direction of the city, discharging statutory functions and overseeing organisational performance. The committee is aligned with the Office of the Chief Executive and Strategy and Engagement Directorate. Its areas of focus are:

- Long term/high-level strategic focus
- Long Term Plan/Annual Plan oversight
- Treaty partnerships
- Economic development
- Financial and non-financial performance reporting
- Oversight of the Property Working Group
- Oversight and general co-ordination (including community engagement) of strategies and policies
- Bylaw development
- Oversight of Council Controlled Organisations/Statements of Expectation/Statements
 of Intent
- Strategic oversight of current community engagement

PURPOSE:

To assist the Council in setting the broad vision and direction of the city to promote the social, economic, environmental and cultural well-being of the city's communities in the present and for the future.

This involves determining specific outcomes that need to be met to deliver on the vision for the city, and overseeing the development of strategies, policies, bylaws and work programmes to achieve those goals. This committee is also responsible for monitoring the overall financial management and performance of the Council Group.

DELEGATIONS FOR THE COMMITTEE'S AREAS OF FOCUS:

- All powers necessary to perform the committee's responsibilities including the activities outlined below.
- Develop required strategies and policies. Recommend draft and final versions to Council for adoption where they have a city-wide or strategic focus.
- Implement, monitor and review strategies and policies to ensure policies and strategies are consistent, effective and current.
- Identify the need for any new strategies and policies.
- Oversee the implementation of major projects provided for in the Long Term Plan or Annual Plan.
- Oversee budgetary decisions provided for in the Long Term Plan or Annual Plan.
- **Recommend to Council** the approval of any financial decisions required outside of the annual budgeting process.
- Advocate for strong relationships with Council's Mana Whenua partners as outlined in the Tākai Here agreements ensuring the outcomes of the committee are in line with the aspirations of the partners.
- Advocate for the best interests of Māori communities in Lower Hutt having regard to the committee's goals.
- Ensure the committee is operating in a way that is consistent with various pieces of legislation that provide for Te Tiriti o Waitangi.
- Maintain an overview of work programmes carried out by Council's Office of the Chief Executive and Strategy and Engagement, Directorate.
- Oversee any consultation/engagement processes required on issues before the committee.
- Approve and forward submissions (other than those delegated to the District Plan Review Committee).
- Any other matters delegated to the committee by Council in accordance with approved policies and bylaws.
- The committee has the powers to perform the responsibilities of another committee where it is necessary to make a decision before the next meeting of that other committee. When exercised, the report/minutes of the meeting require a resolution noting that the committee has performed the responsibilities of another committee and the reason/s.
- If a policy or project relates primarily to the responsibilities of the Komiti Ratonga Rangatōpū me te Rautaki | Policy, Finance and Strategy Committee, but aspects require additional decisions by the Komiti Hapori Ahurea me ngā Rangapū | Communities, Culture and Partnerships Committee, Komiti Hanganga | Infrastructure and Regulatory Committee and/or Komiti Kaupapa Taiao | Climate Change and Sustainability Committee, then the Komiti Ratonga Rangatōpū me te Rautaki | Policy, Finance and Strategy Committee has the powers to make associated decisions on behalf of those other committees. For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.

Bylaw Delegations:

- Develop and agree the Statement of Proposal for new or amended bylaws for consultation/engagement.
- Recommend to Council the approval of draft bylaws before consultation.
- The Chair of the Komiti Ratonga Rangatōpū me te Rautaki | Policy, Finance and Strategy Committee, in conjunction with the Chief Executive, is authorised to appoint a subcommittee of suitably qualified persons to conduct hearings on draft bylaws on behalf of the committee.

• **Recommend to Council** new or amended bylaws for adoption. **Financial, Project and Performance Reporting Delegations:**

- **Recommend to Council** the budgetary parameters for the preparation of Council's Long Term Plans and Annual Plans.
- Monitor progress towards achievement of budgets and objectives for the Council Group as set out in the Long Term Plan and Annual Plans, including associated matters around the scope, funding, prioritising and timing of projects.
- Monitoring and oversight of significant city-wide or strategic projects including operational contracts, agreements, grants and funding, except where these are the responsibility of another standing committee.
- Monitor progress towards achievement of the Council's outcomes as set out in its overarching strategies for the city and their associated plans.
- Oversee the activities of the Property Working Group in its implementation of the Purchase and Sale of Property for Advancing Strategic Projects Policy.
- Oversee the acquisition and disposal of property in accordance with the Long Term Plan.
- Monitor the integrity of reported performance information at the completion of Council's Annual Report process.
- **Review and recommend to Council** the adoption of the Annual Report.
- Recommend to Council the approval of annual Statements of Intent and annual Statements of Expectation for Council Controlled Organisations and Council Controlled Trading Organisations and granting shareholder approval of major transactions.
- Monitor progress against the Council Controlled Organisations and Council Controlled Trading Organisations Statements of Intent and make recommendations to Council in the exercising of Council powers, as the shareholder, about Council Controlled Organisations/Council Controlled Trading Organisations under sections 65 to 72 of the Local Government Act.
- Oversee compliance with Council's Treasury Risk Management Policy.
- Consider and determine requests for rate remissions.
- Consider and determine requests for loan guarantees from qualifying community organisations where the applications are within the approved guidelines and policy limits.

HUTT CITY COUNCIL

KOMITI RATONGA RANGATŌPŪ ME TE RAUTAKI | POLICY, FINANCE AND STRATEGY COMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt

on

Tuesday 10 September 2024 commencing at 3:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru Whakataka te hau ki te tonga Kia mākinakina ki uta Kia mātaratara ki tai E hī ake ana te atakura He tio, he huka, he hau hū Tīhei mauri ora. Cease the winds from the west Cease the winds from the south Let the breeze blow over the land Let the breeze blow over the ocean Let the red-tipped dawn come with a sharpened air. A touch of frost, a promise of a glorious day.

2. <u>APOLOGIES</u>

No apologies have been received.

3. <u>VERBAL SUBMISSIONS ON THE CONTROL OF ALCOHOL IN PUBLIC</u> <u>PLACES BYLAW</u>

Verbal submitters to be heard are listed below:

- Bruce Spedding;
- Andrew Galloway or Jennifer Lamm (Alcohol Healthwatch);
- Inspector Shaun Lingard (New Zealand Police); and
- George Lajpold (Healthy Families Hutt Valley Practice Lead).

4. <u>PUBLIC COMMENT</u>

Generally, up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

5. <u>CONFLICT OF INTEREST DECLARATIONS</u>

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

6. <u>RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI |</u> <u>HUTT CITY COUNCIL</u>

	<u>110 I</u>			
	a)	Public Submissions on the Control of Alcohol in Public Places Bylaw		
		Report No. PFSC2024/4/263 by the Senior Policy Advisor	8	
		CHAIR'S RECOMMENDATION:		
		"That the recommendations contained in the report be endorsed."		
	b)	Review of Class 4 Gambling Venue and Board Venue Policy		
		Report No. PFSC2024/4/249 by the Senior Policy Advisor	92	
		CHAIR'S RECOMMENDATION:		
		"That the recommendations (1)-(4) contained in the report be endorsed and recommendation (5) to read:		
		(5) agrees to roll over the existing Class 4 Gambling Venue and Board Venue Policy with no changes."		
	c)	Draft Parking Strategy		
		Report No. PFSC2024/4/250 by the Strategy Advisor	102	
		CHAIR'S RECOMMENDATION:		
		"That the recommendations contained in the report be endorsed."		
7.	-	IDENT SATISFACTION SURVEY 2024: SUMMARY REPORT AND IGHTS		
	Report No. PFSC2024/4/251 by the Principal Advisor Research and Evaluation			
	CHAIR'S RECOMMENDATION:			
	"Th	at the recommendations contained in the report be endorsed."		
8.	<u>TŌ 7</u>	<u> TĀTOU TĀONE 2055 - OUR CITY 2055</u>		
	Repo	ort No. PFSC2024/4/252 by the Principal Advisor City Strategy	191	

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

9. 2024 STANDARD AND POOR'S CREDIT RATING

Report No. PFSC2024/4/264 by the Treasury Officer 197

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

10. <u>SUBMISSION ON THE REDESIGN OF THE VOCATIONAL</u> EDUCATION AND TRAINING SYSTEM

Report No. PFSC2024/4/265 by the Head of Business and Economy

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be discussed."

3. <u>INFORMATION ITEM</u>

Komiti Ratonga Rangatōpū me te Rautaki | Policy, Finance and Strategy Committee Forward Programme

Memorandum dated 26 August 2024 by the Democracy Advisor

226

212

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the memorandum be endorsed."

12. <u>QUESTIONS</u>

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair before the commencement of the meeting.

13. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia! Unuhia i te uru-tapu-nui Kia wātea, kia māmā Te ngākau, te tinana, te wairua i te ara takatū Koia rā e Rongo whakairihia ake ki runga Kia wātea, kia wātea! Ae rā, kua wātea! Hau, pai mārire.

Jack Kilty Democracy Advisor Release us from the supreme sacredness of our tasks To be clear and free in heart, body and soul in our continuing journey Oh Rongo, raise these words up high so that we be cleansed and be free, Yes indeed, we are free! Good and peaceful

HUTTCITY TE AWA KAIRANGI Policy, Finance and Strategy Committee

8

16 August 2024

Report no: PFSC2024/4/263

Public Submissions on the Control of Alcohol in Public Places Bylaw

Purpose of Report

1. This report provides background and process information to assist the Committee with the hearing of submissions on the proposed Control of Alcohol in Public Places Bylaw (the Bylaw).

Recommendations

That the Committee recommends Council:

- notes that consultation on the Control of Alcohol in Public Places ran from 26 July 2024 to 25 August 2024;
- (2) accepts the late submission from the National Council of Women in New Zealand;
- (3) notes copies of the four written submissions from respondents who have requested to provide a verbal submission are attached at Appendix 1;
- (4) notes a complete set of submissions received via the survey and email are attached at Appendix 2; and
- (5) approves the draft Control of Alcohol in Public Places Bylaw (attached as Appendix 3 to the report), subject to amendments made during the meeting deliberations.

For the reason that the Committee has the authority to hear submissions in relation to the Control of Alcohol in Public Places Bylaw.

Background

Legal Framework

- 2. Territorial authorities can make alcohol control bylaws under section 147 of the Local Government Act 2002 (the Act).
- 3. Alcohol free zones prohibit the consumption and possession of alcohol in certain public places. Alcohol free zones can be made for temporary events or relate to specific areas where alcohol bans apply permanently.
- 4. Council can use a bylaw to establish alcohol free zones that assist Council and Police to promote and maintain public health and safety.

- 5. Under the Act, Council must be satisfied that the bylaw can be justified as a reasonable limitation on people's rights and freedoms.
- 6. Council must also be satisfied that there is evidence that the areas to which the bylaw is intended to apply have experienced a high level of crime or disorder caused or made worse by alcohol consumption in those areas. The bylaw must be appropriate and proportionate in the light of that crime or disorder.

The previous Bylaw was revoked

7. Council's previous Control of Alcohol in Public Places Bylaw was revoked in December 2023.

Consultation on a new bylaw

- 8. On 7 May 2024, the Committee agreed to run a special consultative procedure on the proposed Bylaw concurrently with the consultation on the Alcohol Fees Bylaw and the Local Alcohol Policy.
- 9. On 25 July 2024, Council approved public consultation from 26 July to 25 August 2024 on the proposed Bylaw. A copy of the Statement of Proposal is attached at Appendix 4. Notices were displayed at community hubs, published in the Hutt News and distributed on social media throughout the month-long consultation period.
- 10. The proposals for public comment included:
 - a. reinstating the alcohol free zones from the previous Control of Alcohol in Public Places Bylaw;
 - b. minor updates to alcohol free zones in Wainuiomata and Lower Hutt CBD; and
 - c. allowing the Chief Executive, in consultation with the Mayor and Committee Chairs, to impose temporary alcohol free zones under certain circumstances.
- 11. Public submissions were received via the Kōrero Mai web page or emailed to a dedicated email address.

Discussion

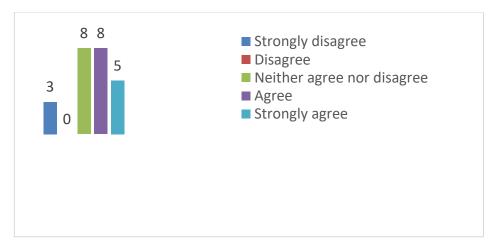
12. The month-long public consultation resulted in 18 responses received via the online survey and six submitted via email. 18 responses came from individuals and six from organisations. The submission from the National Council of Women in New Zealand was received late but has been considered in the public consultation analysis.

- 13. Four submitters wish to present verbal submissions. Their written submissions are attached at Appendix 1 to the report. The verbal submitters are:
 - a. Bruce Spedding;
 - b. Andrew Galloway or Jennifer Lamm (Alcohol Healthwatch);
 - c. Inspector Shaun Lingard (New Zealand Police); and
 - d. George Lajpold (Healthy Families Hutt Valley Practice Lead).
- 14. Some written submissions provided feedback on all three alcohol-related items out for consultation. For ease of reading, the relevant text related specifically to the bylaw has been highlighted in Appendix 1 and Appendix 2.

Analysis of submissions

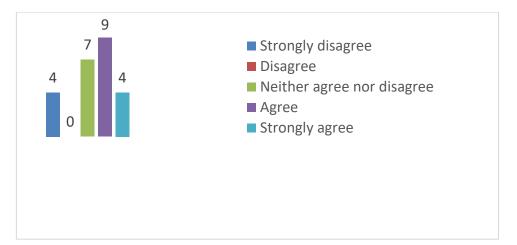
- 15. Below is a summary of responses in relation to the proposals set out in the Statement of Proposal.
- 16. Responses in relation to the question: "Do you agree with minor updates to the alcohol free zones in Wainuiomata and Lower Hutt CBD?" are set out in the tables below.
- 17. **Figure 1** shows that of the 24 respondents, 13 (54.2%) either agree or strongly agree with the proposed minor updates to the alcohol free zone in Wainuiomata to extend the zone along the new road Te Ara Raukura.

Figure 1: Minor updates to the alcohol free zones in Wainuiomata to extend the zone along the new road Te Ara Raukura



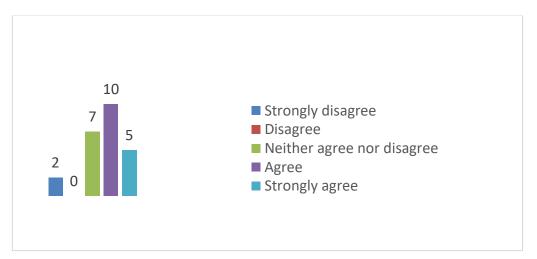
18. **Figure 2** shows that of the 24 respondents, 13 (54.2%) either agree or strongly agree with the proposed minor update to the Lower Hutt CBD alcohol free zone to extend along Raroa Road and further along High Street.

Figure 1: Minor updates to the alcohol free zones in the Lower Hut CBD to extend along Raroa Road and further along High Street



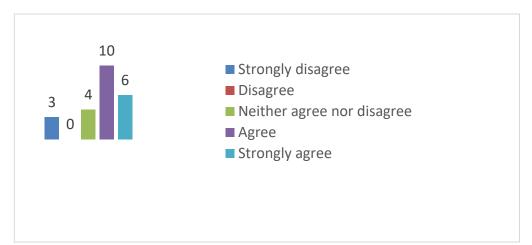
19. **Figure 3** (below) shows that of the 24 respondents, 15 (62.5%) either agree or strongly agree with the proposed minor update to the extension of the Wainuiomata alcohol free zone along Te Ara Raukura to include the car parks for the businesses on either side.

Figure 3: Minor updates to the alcohol free zone in Wainuiomata along Te Ara Raukura to include the car parks for the businesses on either side



- 20. Responses in relation to the question "Do you support the Chief Executive, in consultation with the Mayor and the Committee Chairs, having the ability to impose temporary alcohol free zones under certain circumstances?" are set out in Figure 4 below.
- 21. **Figure 4** shows that of the 24 respondents, 16 (70%) either agree or strongly agree that the Chief Executive, in consultation with the Mayor and Committee Chairs, should have the ability to impose temporary alcohol free zones under certain circumstances.

Figure 4: Support for the Chief Executive, in consultation with the Mayor and the Committee Chairs, having the ability to impose temporary alcohol free zones under certain circumstances



- 22. Responses in relation to the question: "*Are there any areas where alcohol was banned in the prior bylaw that you think should not be banned in the new bylaw*?" were received from three submitters:
 - a. one submitter opposed all previous ban areas;
 - b. one opposed the Stokes Valley ban area; and
 - c. one opposed the Days Bay and Petone bans.
- 23. Responses in relation to the question: "*Are there any additional areas that should be an alcohol free zone?*" were received from five submitters. Of these:
 - a. three submitters suggested extending areas in Eastbourne: to Burden's Gate; along Rimu Street; and at Days Bay;
 - b. one suggested extending the ban area in Wainuiomata to include Frederick Wise Park including the car park, playground, and basketball court; and
 - c. one suggested extending the Lower Hutt CBD area to include Riverlink and Melling Interchange project areas.

Options

- 24. Following consideration of submissions, the Committee can either:
 - a. recommend that Council adopt the current draft Control of Alcohol in Public Places Bylaw without changes; or
 - b. recommend that Council adopt an amended draft Control of Alcohol in Public Places Bylaw; or
 - c. do not adopt a Control of Alcohol in Public Places Bylaw.

Next steps

- 25. Following the hearing of verbal submissions, the Policy, Finance and Strategy Committee will make recommendations to Council on 1 October 2024.
- 26. Officers will make changes to the draft Control of Alcohol in Public Places Bylaw, if needed, to reflect the Committee's deliberations.

Climate Change Impact and Considerations

27. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

- 28. As per requirements under the Local Government Act 2002, the public consultation followed the Special Consultative Procedure prescribed for changes to bylaws.
- 29. Targeted engagement was done with current alcohol licensees via the email addresses we have recorded. An initial email was sent on Monday 5 August 2024 and a reminder on Wednesday 21 August 2024.
- 30. A 'heads-up' message was sent to the Hutt Valley Chamber of commerce and Jackson Street Programme prior to the start of formal engagement, and they were subsequently provided full details to share with their members when the consultation period began.
- 31. Waterloo and Moera shopping areas were door-knocked and received a letter explaining the consultation and how to have their say.
- 32. On 30 July 2024 officers met with Mana Whenua representatives from Hikoikoi.
- 33. Healthy Families Hutt Valley team within Council emailed all local schools and sports clubs to share the engagement material and links.

Legal Considerations

34. The proposed Bylaw complies with the requirements of section 147 of the Local Government Act 2002.

Financial Considerations

35. Additional signage at alcohol free zones may need to be considered following the adoption of the Control of Alcohol in Public Places Bylaw.

Appendices

No.	Title	Page
1 <u>J</u>	Written versions of verbal submissions	15
2 <u>J</u>	Survey responses report	27
3 <u>↓</u>	Draft Control of Alcohol in Public Places Bylaw	63
4 <u>J</u>	Statement of Proposal on the Control of Alcohol in Public Places Bylaw	84

Author: Angela Gordon Senior Policy Advisor

Reviewed By: Richard Hardie Head of Strategy and Policy

Reviewed By: Bradley Cato Chief Legal Officer

Approved By: Jarred Griffiths Director Strategy and Engagement Appendix 1: Written submissions for the Control of Alcohol in Public Places Bylaw

1)Bruce Spedding

Extension to restricted area. AFZ6

I propose that the current restricted area AFZ6 should be extended south from it's current ending at Shortt Park to include all the beach, waterfront and various public areas adjacent all the way to Burdan's Gate. (see attached)

The current zone still allows alcohol consumption in part of the Maire Street car parking area and adjacent beach, and then all the way along Marine Parade (the Esplanade / Promenade Walkway) and extending down to Burdan's Gate.

This stretch attracts a similar user demographic to the area already restricted (9pm-5am) however it offers more opportunities to park adjacent to the beach, and in some cases to drive vehicles onto the beach. It is particularly popular for fishing,

Many parts of this proposed zone are very popular with both walkers and cyclists of all ages - there is a conflict of use at times with people parking inappropriately, and this becomes a hazard if they have been drinking and then drive.

The proposed addition includes various grassed areas which are used for picnicking, and also the Greenwood Park playground.

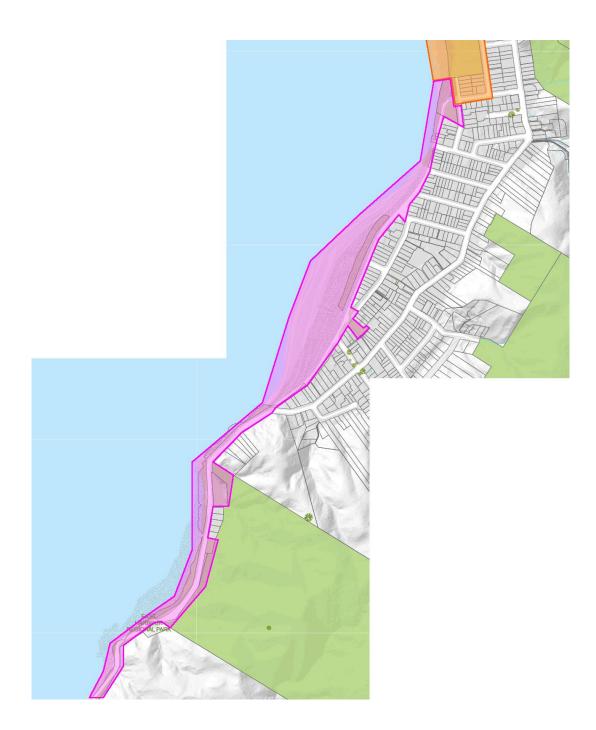
The consumption of alcohol and the lighting of fires often go together. We often encounter evidence of drinking in the form of rubbish, bottles and broken glass on the beaches which obviously pose a hazard for all beach users, including children and animals. Fires are also common and frequently abandoned without any attempt (or inadequate attempts) to extinguish these - often at best these have just been "buried" and can burn for days. Fires constitute a hazard for beach users, especially if buried but still burning, and with our prevailing winds, can easily set fire to the adjacent bush/gorse hills. This hazard is more significant in this area than the current zone which is further from the hills.

The Burdan's Gate area often attracts antisocial behaviour, we recently suffered a significant power outage after an out of control car took outa power pole in the area. Prior to that a party on the beach just south of Burdan's Gate resulkted in a hill fire which was fortunately brought under control before it could get away.

I have personally had to fight fires on our hills as a member of the Bush Fire Force. I have had to call in numerous unpermitted and sometimes abandoned fires on the beaches, and have cleaned up broken glass and rubbish from overnight parties.

Although these sometimes occur during the day, the real risk is at night when early detection and prevention is less likely.

The case for extending the current zone further south is justified by the same factors behind the current zone, and may have additional justifications based on it's closer proximity to the hills, and it's increased isolation in some parts.





Andrew Galloway or Jennifer Lamm
 Please note that the portion of this submission highlighted below pertains to the public consultation questions.

Submission on the Hutt City Council Control of Alcohol in Public Places Bylaw

25 August 2024

Tēnā koutou

Thank you for the opportunity to provide feedback on the proposed Control of Alcohol in Public Places Bylaw. We would like the opportunity to speak (virtually) to our submission.

If you have any questions on the comments we have included in our submission, please contact:

Andrew Galloway Executive Director Alcohol Healthwatch P.O. Box 99407, Newmarket, Auckland 1149 M: 021 244 7610 E: director@ahw.org.nz

About Alcohol Healthwatch

Alcohol Healthwatch is an independent national charity working to reduce alcohol-related harm and inequities. We are contracted by Health New Zealand–Te Whatu Ora to provide a range of regional and national health promotion services. These include: providing evidencebased information and advice on policy and planning matters; coordinating networks and projects to address alcohol-related harms, such as alcohol-related injury and fetal alcohol spectrum disorder; and coordinating or otherwise supporting community action projects.

General Comments

Evidence for Liquor Bans

Liquor bans are an evidence-based intervention that may not only impact immediate crime and disorder in a neighbourhood, but may also help de-normalise alcohol use in the Hutt City Council district and reduce the harmful effects associated with perceptions of neighbourhood disorder. Alcohol Healthwatch supports the making of a new Control of Alcohol in Public Places Bylaw that reinstates most of the provisions of the 2016 Bylaw (that was revoked in December 2023), and recommends that the below be taken into consideration:

1) De-normalising alcohol use

The presence of people drinking and/or alcohol-related litter in public space may signal or reinforce the acceptability of drinking in the population.¹ Alcohol consumption is a learned social behaviour. It is well-known that vicarious learning, through observation of behaviours in our interpersonal and wider environments, reinforces our expectations of that behaviour. The Social Learning Theory, and later the Social Cognitive Theory, which have been used to explain drinking behaviour, states that human behaviour results from interaction and observation of others in the physical and social environment.^{2,3}

The normalisation of drinking may also serve to undermine efforts by New Zealanders to reduce their alcohol intake. The presence of cues in the environment, such as people drinking in public places, may hinder strategies to reduce drinking, especially those with alcohol dependence. In relation to environmental cues, it has been found that the presence of alcohol in an environment increases physiological cue reactivity and craving for alcohol.⁴ As can be seen with smokefree public places, efforts to increase the number of these spaces is underpinned by the need to reduce the modelling of smoking to adolescents and reduce cues to smoking by those wishing to quit.^{5–7}

2) Environmental or neighbourhood disorder

The presence of drinking in public and/or alcohol-related litter may contribute to resident's perceptions of neighbourhood disorder. Research shows that perceptions of neighbourhood disorder are associated with heavy drinking. In New Zealand research, young adolescents reporting high levels of neighbourhood disorder were more likely to drink heavily.⁸

The causal pathway in which this occurred related to neighbourhood disorder reducing social cohesion in a community. When residents perceive that their community is disordered they are less likely to venture into their neighbourhood and form social connections with their neighbours. In relation to adolescent well-being, these neighbourhood or social connections, particularly among parents, are important in protecting young people from engaging in risky behaviours. In New Zealand communities where adolescents perceive disorder, social cohesion is lowered and this increases the likelihood of young adolescent heavy drinking.

Evaluations of alcohol bans in, for example, Auckland City CBD⁹ and at Piha beach, Auckland¹⁰ have shown an increase in public perceptions of safety. The Auckland CBD and Piha bans also brought a significant decrease in alcohol-related disorder, local crime and fire service call-outs to vehicle incidents. However, the effectiveness of alcohol bans has been linked to the level of police enforcement of these bans.¹¹

As such, efforts to reduce the perceptions of neighbourhood disorder are likely to bring about positive benefits in terms of social cohesion, alcohol consumption, and subsequent harm.

Specific comments on a Control of Alcohol in Public Places Bylaw

Based on evidence, a bylaw is:

- Necessary to address alcohol-related issues in the district, and especially in areas where the risks are greater, such as where there would be a greater chance of drinking and driving, or swimming/boating or shooting of game and so forth. The proposed liquor ban areas reflect these concerns, and further investigation and community consultation will no doubt identify additional areas for liquor bans.
- Part of a package of measures to reduce alcohol-related harm, that includes the Hutt City Council Local Alcohol Policy, Alcohol Fees Bylaw and community safety and partnership initiatives. International research (in Great Britain and Australia) has found that alcohol bans are more effective when they are part of a multi-component approach to reducing alcohol-related violence and public disorder.¹² Alcohol control bylaws not only leverage off other measures but also support these other initiatives.
- Cost-effective, given the damage and harm associated with crime, injury and vandalism that impacts Council assets and programmes with the resulting under-utilisation of public places.

In summary, we support both proposals that would confirm areas of concern in the 2016 bylaw and add additional protections based on updated evidence (proposal 1) and the need for flexibility for events by imposing temporary alcohol free zones (proposal 2).

References

- 1 Sureda X, Villalbí JR, Espelt A, Franco M. Living under the influence: normalisation of alcohol consumption in our cities. *Gac Sanit* 2017; **31**: 66–8.
- 2 Bandura A. Social learning theory. Upper Saddle River: Prentice-Hall, 1977.
- 3 Bandura A. Social foundations of thought and action: a social cognitive theory. Englewood Cliffs, N.J: Prentice-Hall, 1986.
- 4 Witteman J, Post H, Tarvainen M, *et al.* Cue reactivity and its relation to craving and relapse in alcohol dependence: a combined laboratory and field study. *Psychopharmacology (Berl)* 2015; **232**: 3685–96.
- 5 Thomson G, Martin J, Gifford H, Parata K, Wilson N. A case study of smokefree outdoor policy options for a city. *Aust N Z J Public Health* 2017; **41**: 448–9.
- 6 Hoek, J. The role of "place" in normalising smoking tobacco, alcohol, and social pressures for young people. Presented at the Dunedin Tobacco Control Seminar, Dunedin: Health Promotion Agency. 2014 https://www.smokefree.org.nz/files/images/The%20role%20of%20%E2%80%98place%E 2%80%99%20in%20normalising%20smoking.pdf.
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3) Inspector Shaun Lingard, Area Prevention Manager

23 August 2024 Hutt City Council 30 Laings Road Hutt Central LOWER HUTT

Submission - Local Alcohol Policy and Control of Alcohol in Public Places Bylaw

The purpose of this letter is to make a submission in regard to the Alcohol Bylaws currently up for submission by the Hutt City Council on behalf of the Hutt Valley Police.

Introduction

Within its broader philosophy of community-orientated Policing, New Zealand Police have always supported locally generated solutions to crime and disorder problems in our communities. This includes the introduction of liquor ban bylaws by various local authorities. In this context, Police see its role as supporting community efforts to address alcohol-related problems at a community level.

Police are a designated enforcement agency for liquor ban bylaws under local government legislation and therefore have an obligation to enforce any such bylaw. Police follow the mission of "being the safest country" by serving the community and because this obligation is an extension of normal policing duties Police take the same operational approach as they would for any other breach of regulatory offences.

This means Police will use discretion. Discretion is a defining part of our policing style in New Zealand and it has naturally carried across to the enforcement of local alcohol related bylaws.

Police do not treat alcohol ban bylaws with strict compliance, Police will use discretion, Police will consider time, place and circumstance, and our overarching purpose of enforcement will be to reduce alcohol related harm.

Local Alcohol Policy

Hutt Valley Police do not make a submission with regard to the Local Alcohol Policy (LAP) and support maintaining the current off-licence caps and trading hours.

Control of Alcohol in Public Places Bylaw

Proposed Alcohol-Free Zones

Hutt Valley Police submit that all the Alcohol-Free Zones listed in the previous Bylaw be reinstated:

- 1. AFZ1: Western Hills Oakleigh Street carpark
- 2. AFZ2: Western Hills Jubilee Park carpark
- 3. AFZ3: Petone Cornish Street and Pito-One Roads
- 4. AFZ4: Petone Jackson Street Area
- 5. AFZ5: Eastbourne Days Bay beach
- 6. AFZ6: Eastbourne Eastbourne shops, wharf, and beach
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- 8. AFZ8: Wainuiomata Norfolk Street shopping area
- 9. AFZ9: Wainuiomata Homedale Village shops
- 10, AFZ10: Wainuiomata Queen Street shops and Hugh Sinclair Park
- 11. AFZ11: Stokes Valley Shopping Centre, Delaney Park, and Speldhurst Park
- 12. AFZ12: Lower Hutt CBD
- 13. AFZ13: Taita Shopping centre
- 14. AFZ14: Naenae

15. AFZ15: City Wide

AFZ1 and 2 are of lesser consequence to Police. These are very small parks or car parking areas that have little consequence to the overall reduction of alcohol harm. They are likely driven by historical neighbourhood lobbying.

AFZ3 – 14 are of greater consequence. Petone, Wainuiomata, Stokes Valley, Lower Hutt Central, Taita, and Naenae are all either CBDs, shopping hubs, or suburban hubs. Seaview and Eastbourne are recreational areas frequented by Lower Hutt residents who will often consume alcohol in these locations at night because of the views. Seaview doubles as a hotspot for Anti-Social Vehicle Use (Boyracers). A ban on alcohol in this area gives Police another enforcement tool.

AFZ15 is viewed by Police as having the potential to be the most effective tool for alcohol harm reduction across Lower Hutt. See commentary under 'further recommendations and Considerations' below.

Police considered Waterloo and Moera as new Alcohol-Free Zones but ultimately have not made a submission for there inclusion. Police believe it would be difficult to obtain sufficient data to prove that either suburb is at greater risk of alcohol harm that any other Lower Hutt suburb. Police acknowledge the future growth in Waterloo and its status as a transit hub. AFZ15 – City Wide alcohol-free zone would sufficiently cover any concern in these suburbs.

Proposal One

Police support the extension of the Alcohol-Free Zone in Wainuiomata to include Te Ara Raukura. Development has been extensive in the Wainuiomata community and Te Ara Raukura now serves as a throughfare for pedestrians transitioning from the Wainuiomata shopping centre to Hugh Sinclair Park area. The parking areas along the route should be included.

Police support the extension of the Lower Hutt CBD Alcohol-Free Zone into Raroa Road and north along High Street. This is a logical extension which covers several on and off licences within the CBD and creates certainty for community members.

Proposal Two

The Hutt Valley, particularly Lower Hutt, regularly hold large public events such as concerts or sporting events. Police strongly recommend that the Council can implement a temporary Alcohol-Free Zone in any public place within Lower Hutt and a mechanism for agencies, like Police, to be able to apply or request a temporary Alcohol-Free Zone in relation to a large public event.

Hutt Valley Police would reference Juicy Fest scheduled for 10th January 2025 at Hutt Park in Seaview. This event will come with significant alcohol harm risks and can only be partly mitigated using a temporary alcohol-free zone.

Further Recommendations / Considerations

AFZ12: Lower Hutt CBD

Consideration should be given to futureproofing the Lower Hutt CBD with the development of the Riverlink and Melling Interchange projects. The Alcohol-Free Zone should also include Pharazyn Street south to Marsden Street and Marden Street inclusive. The riverbank should be included. This will be green space and potentially could include bars and/or restaurants. Any alcohol-free zone should align with the Riverlink plans.

AFZ15 – City Wide

It is relatively common knowledge that the Lower Hutt CBD and suburban shopping centres or hubs are covered by some form of alcohol ban, however, the City-Wide Alcohol-Free

Zone (AFZ15) is not commonly known. The City-Wide Alcohol-Free Zone is an excellent idea in principle and has the potential to be a significant enforcement tool to reduce alcohol harm within our communities. However, it is not widely known to the community nor the agency responsible for enforcing it. As such it has not been enforced previously.

There is a legal defence to consuming or possessing alcohol in an Alcohol-Free Zone if, in reasonable circumstances, the person did not know they were in an Alcohol-Free Zone. A lack of signage or a communications plan creates reasonable circumstances and therefore a defence. From a Policing perspective the signage of all the Alcohol-Free Zones is generally poor, and in some cases, non-existent.

Police reference AFZ14 in Naenae. There is only one sign in a large built-up zone. AFZ11 in Stokes Valley and AFZ7 in Seaview/Gracefield are similar.

In 2012 the Kapiti Coast District Council imposed an Alcohol-Free Zone covering all public places from 2100 hrs – 0600 hrs. Overall, there was a 39.4% decrease in drunk and detox, violence, and disorder events within the area defined by the Alcohol-Free Zone.

The Alcohol-Free Zone is not only an enforcement tool aimed at reducing alcohol related offending, but the concept also promotes a culture of change towards responsible drinking in managed environments using the Alcohol-Free Zone's positive messaging.

Summary

- All Alcohol-Free Zones in the previous bylaw are reinstated inclusive of AF15: City-Wide Alcohol-Free Zone.
- Greater signage in all Alcohol-Free Zones and a strong communications or public relations campaign in relation all AFZ's and particularly AFZ15: City Wide Alcohol Zone.
- Te Ara Raukura and surrounding carparks are included in AFZ10
- AFZ12 is extended in the Lower Hutt CBD to include the streets named in the proposal.
- HCC have the power to install a temporary Alcohol-Free Zone in relation to a largescale public event.

Yours sincerely,

Inspector Shaun Lingard Area Prevention Manager Te Awa Kairangi Police

4) George Lajpold

Practice Lead

Healthy Families Hutt Valley

Q12: Are there any additional areas that should be an alcohol free zone? If so, please tell us where and why.

The Zone in Wainuiomata should be extended to include Frederick Wise Park including the car parking area, play grounds and basketball court 24/7.

For the past 4 years Wainuiomata Rugby League have been advocating for this area to be designated Alcohol Free – The club wishes to have the support of the bylaw to support a safer, friendlier environment for their members and the community and manage the anti-social behaviour caused by alcohol on their sidelines and at the park. Over the past 2 years Wainuiomata Rugby League have taken it upon themselves to declare the park alcohol free. This has been widely accepted by their community but there continues to be occasions where they have had to manage the alcohol fueled behaviour of other spectators/visitors to the park. This change would also bring Frederick Wise Park into alignment to all other Rugby League parks in the Hutt which are alcohol-free zones.

Healthy Families Hutt Valley are also advocating for all council spaces to be designated alcohol free zones at all times:

1. Parks and sports grounds, including skate parks and associated car parking areas and changing rooms facilities;

- 2. outdoor sports courts and changing room facilities,
- 3. Playgrounds;
- 4. Outdoor / indoor swimming pool complexes;
- 5. Bus shelters and bus stops;
- 6. Train stations;
- 7. All beaches areas;
- 8. Outdoor public areas around council buildings and facilities;
- 9. Council run and funded events.
- 10. School drop off areas

The advocating for the zoning of these spaces is aligned to Councils responsibility under the Act ensuring harm caused by the excessive or inappropriate consumption of alcohol should be minimised. This approach builds a layer of safety for our tamariki our rangatahi and our whanau when they are in these spaces. It ensures the have rights to be able to transition, move and be in these spaces without fear of being exposed to alcohol related. It establishes the clear intent from council on their approach towards the safety of our community in these spaces. All spaces, with the exception of no. 10 school drop off areas, are currently designated smokefree / vapefree zones under Councils Smokefree Outdoor Public Places Policy.

Alcohol fueled incidents on the sidelines are allot higher than reported to Police as the majority of these incidents are managed by the Club. The shift to designate the areas listed in 1 & 2 changes the environment in these areas to be friendlier, enjoyable and more positive for a whanau experience. It removes the impact of alcohol fueled anti-social sideline behaviour and it pushes the consumption of alcohol back into a space that is controlled by people skilled at managing the sale of alcohol. The positive impacts in taking this type of approach has been evidenced with the work that was piloted

out with Healthy Families Ōtautahi, Police, the DHB, Rugby League and Christchurch City Council. It has now been embraced across the community and other sporting codes.

Have your say

SURVEY RESPONSE REPORT 27 February 2019 - 27 August 2024

PROJECT NAME: Control of Alcohol in Public Places Bylaw



SURVEY QUESTIONS

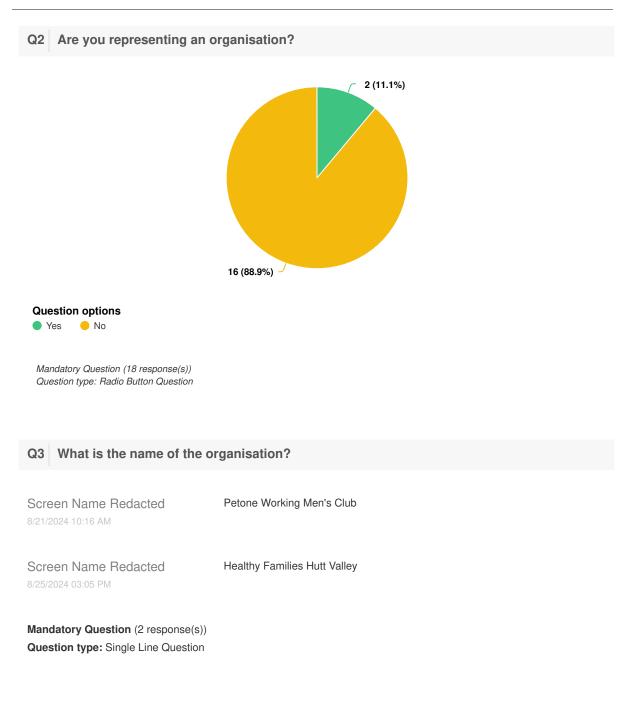
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Q1 What is your name?	
Screen Name Redacted 7/29/2024 01:26 PM	Carl White
Screen Name Redacted 7/29/2024 02:16 PM	Sam Good
Screen Name Redacted 7/29/2024 03:38 PM	Sarah
Screen Name Redacted 7/29/2024 06:47 PM	Martin Brabander
Screen Name Redacted 7/29/2024 08:55 PM	Peter Hawkes
Screen Name Redacted 7/30/2024 06:26 AM	Chris Brown
Screen Name Redacted 7/30/2024 11:27 AM	Bruce Spedding
Screen Name Redacted 7/30/2024 12:29 PM	L Ryan
Screen Name Redacted 8/02/2024 03:14 AM	Adam Stodart
Screen Name Redacted 8/05/2024 10:47 AM	Philippa Barker
Screen Name Redacted 8/06/2024 08:24 AM	Phil Sprey
Screen Name Redacted 8/08/2024 11:40 AM	wendy manson
Screen Name Redacted 8/14/2024 10:19 AM	Kristine Saunders

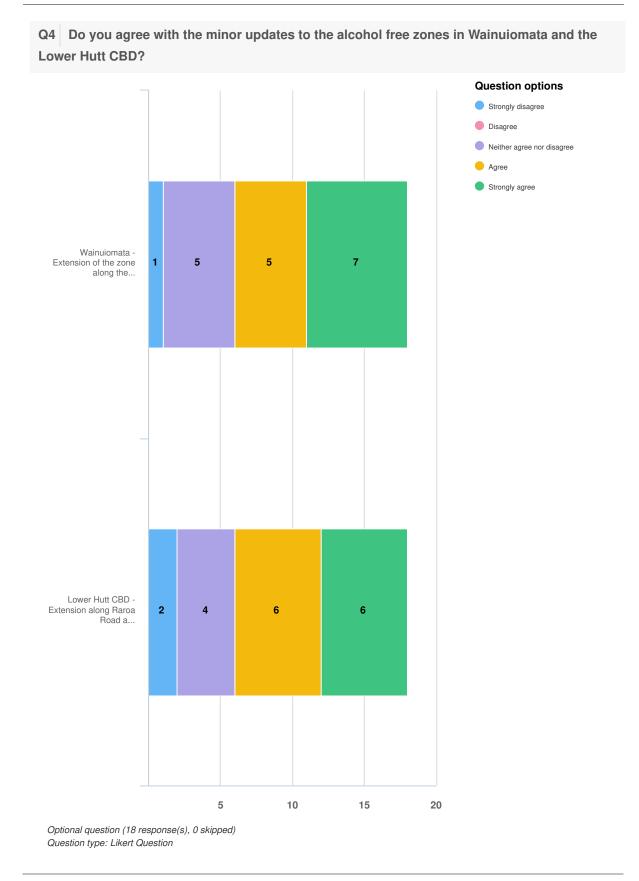
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Screen Name Redacted 8/16/2024 10:13 AM	Marama Puketapu	
Screen Name Redacted 8/21/2024 10:16 AM	lain Craw	
Screen Name Redacted 8/21/2024 02:30 PM	Ana Wang	
Screen Name Redacted 8/25/2024 12:42 PM	Pete Matcham	
Screen Name Redacted 8/25/2024 03:05 PM	George Lajpold	
Mandatory Question (18 response(s)) Question type: Single Line Question		

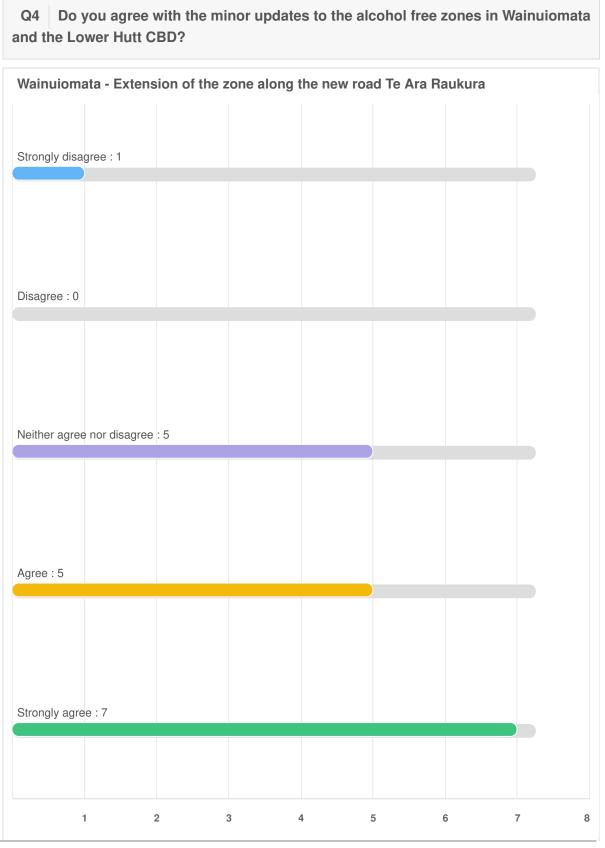
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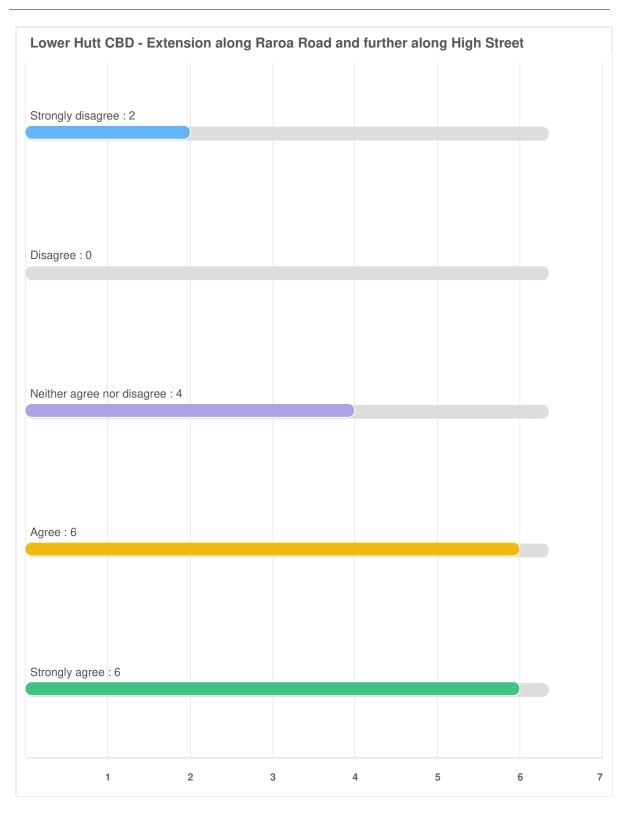


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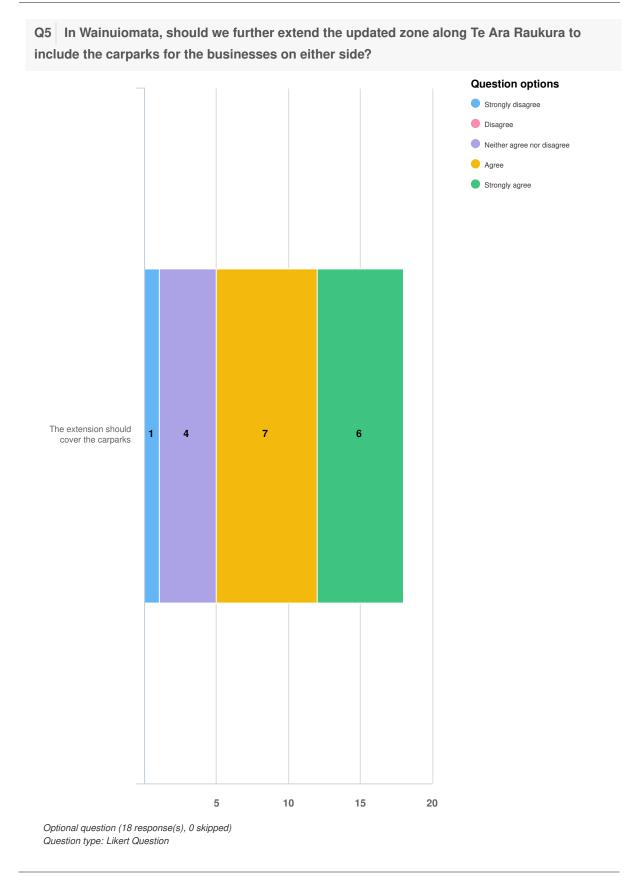


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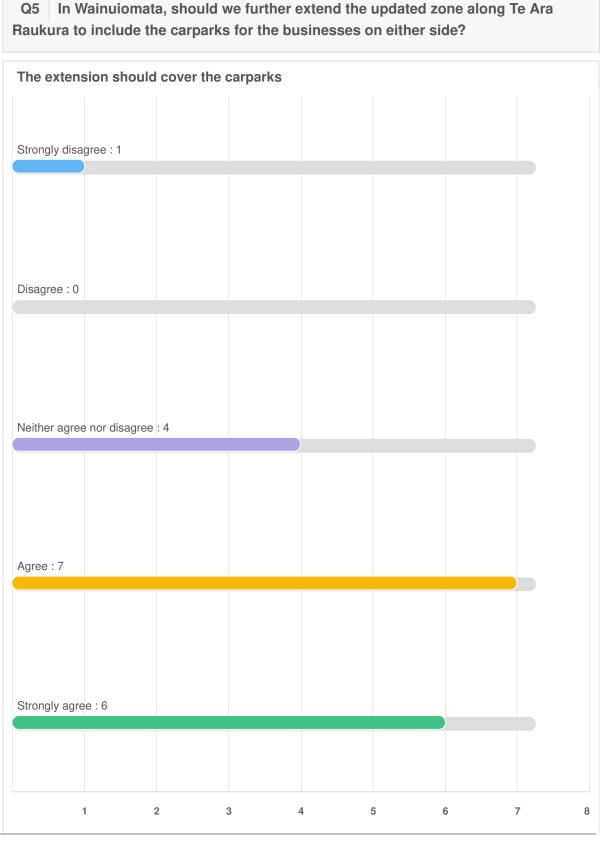
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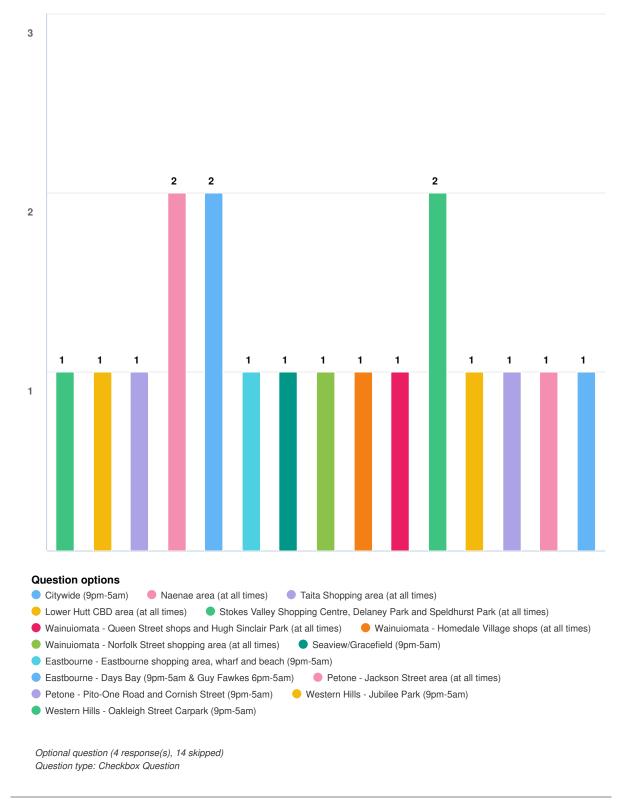
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Q6 Are there any areas where alcohol was banned in the prior bylaw that you think should not be banned in the new bylaw? Tick all that apply.





Q7 If you ticked any of the are	eas, why should the area/s not be an alcohol free zone?
Screen Name Redacted 8/06/2024 08:24 AM	The 9pm curfew time is too early especially in the summer period where a sociable sunset and a glass of bubbly should be possible
Screen Name Redacted 8/16/2024 10:13 AM	Im not sure
Optional question (2 response(s), 16 s Question type: Essay Question	kipped)
Q8 Are there any additional a where and why?	reas that should be an alcohol free zone? If so, please tell us
Screen Name Redacted 7/30/2024 11:27 AM	I would like to see zone AFZ6 (Eastbourne Village) extended all the way to Burdan's Gate including various car parks and recreation areas. I will submit an email submission on this.
Screen Name Redacted 8/05/2024 10:47 AM	Wonder why all of Rimu St in Eastbourne is not alcohol free. Does alcohol free just mean street areas or does it include cafes and liquor shops? If so then as there is a licensed cafe and a liquor shop in Rimu St that is ok.
Screen Name Redacted 8/06/2024 08:24 AM	Adjacent to the ESSC /RSA where organized events should be able to access the beach area later than 9pm
Screen Name Redacted 8/08/2024 11:40 AM	Days Bay Beach - having alcohol there is summer attracts so many undesirables
Screen Name Redacted 8/16/2024 10:13 AM	Im not sure
Screen Name Redacted 8/25/2024 03:05 PM	The Zone in Wainuiomata should be extended to include Frederick Wise Park including the car parking area, play grounds and basketball court 24/7. For the past 4 years Wainuiomata Rugby League have been advocating for this area to be designated Alcohol Free – The club wishes to have the support of the bylaw to support a safer, friendlier environment for their members and the community and

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-

manage the anti-social behaviour caused by alcohol on their sidelines and at the park. Over the past 2 years Wainuiomata Rugby League have taken it upon themselves to declare the park alcohol free. This has been widely accepted by their community but there continues to be occasions where they have had to manage the alcohol fueled behaviour of other spectators/visitors to the park. This change would also bring Frederick Wise Park into alignment to all other Rugby League parks in the Hutt which are alcohol-free zones. HFHV are also advocating for all council spaces to be designated alcohol free zones at all times: 1. Parks and sports grounds, including skate parks and associated car parking areas and changing rooms facilities; 2. outdoor sports courts and changing room facilities, 3. Playgrounds; 4. Outdoor / indoor swimming pool complexes; 5. Bus shelters and bus stops; 6. Train stations; 7. All beaches areas; 8. Outdoor public areas around council buildings and facilities; 9. Council run and funded events. 10. School drop off areas The advocating for the zoning of these spaces is aligned to Councils responsibility under the Act ensuring harm caused by the excessive or inappropriate consumption of alcohol should be minimised. This approach builds a layer of safety for our tamariki our rangatahi and our whanau when they are in these spaces. It ensures the have rights to be able to transition, move and be in these spaces without fear of being exposed to alcohol related. It establishes the clear intent from council on their approach towards the safety of our community in these spaces. All spaces, with the exception of no. 10 school drop off areas, are currently designated smokefree / vapefree zones under Councils Smokefree Outdoor Public Places Policy. Alcohol fueled incidents on the sidelines are allot higher than reported to Police as the majority of these incidents are managed by the Club. The shift to designate the areas listed in 1 & amp; 2 changes the environment in these areas to be friendlier, enjoyable and more positive for a whanau experience. It removes the impact of alcohol fueled anti-social sideline behaviour and it pushes the consumption of alcohol back into a space that is controlled by people skilled at managing the sale of alcohol. The positive impacts in taking this type of approach has been evidenced with the work that was piloted out with Healthy Families Otautahi, Police, the DHB, Rugby League and Christchurch City Council. It has now been embraced across the community and other sporting codes.

Optional question (6 response(s), 12 skipped) **Question type:** Essay Question

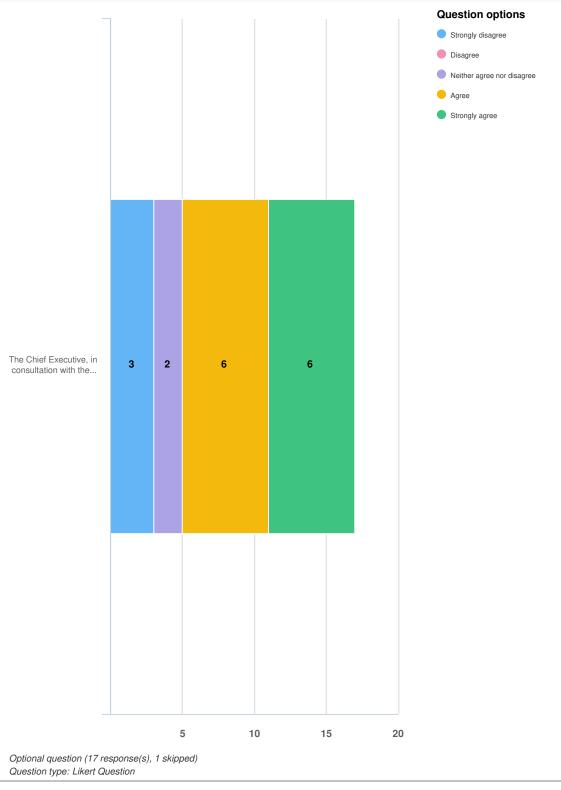
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Q9 If you have any addition	al comments on alcohol free zones, please write them below.
Screen Name Redacted 8/02/2024 03:14 AM	The changes to Wainuiomata areas - makes perfect sense. Alcohol doesn't need to be consumed everywhere and generally makes the areas safer.
Screen Name Redacted 8/14/2024 10:19 AM	Consumption of alcohol around our community spaces and facilities, sometimes from as early as 7am outside libraries and playgrounds, is very off putting to anyone wanting to use them. Alcohol consumption also appears to be closely correlated to vaping and cannabis use in public, which increases the antisocial behaviours, littering, and poor health. There is also an increasing impact on staff at community facilities having to deal with verbal abuse and assault from people affected by alcohol.
Screen Name Redacted 8/16/2024 10:13 AM	Im not sure
Screen Name Redacted 8/25/2024 03:05 PM	Please note this submission has been done to replace our submission on 25.824 @14:40. The earlier submission missed important detail on extending the alcohol free zone in Wainuiomata to include Frederick Wise Park.

Optional question (4 response(s), 14 skipped) **Question type:** Essay Question

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Q10 Do you support the Chief Executive, in consultation with the Mayor and Committee Chairs, having the ability to impose temporary alcohol free zones under certain circumstances?

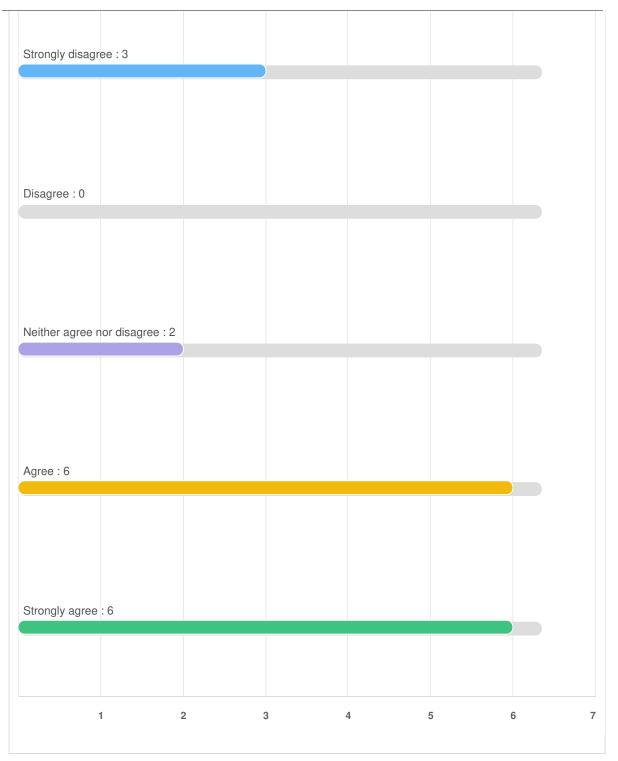


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Q10 Do you support the Chief Executive, in consultation with the Mayor and Committee Chairs, having the ability to impose temporary alcohol free zones under certain circumstances?

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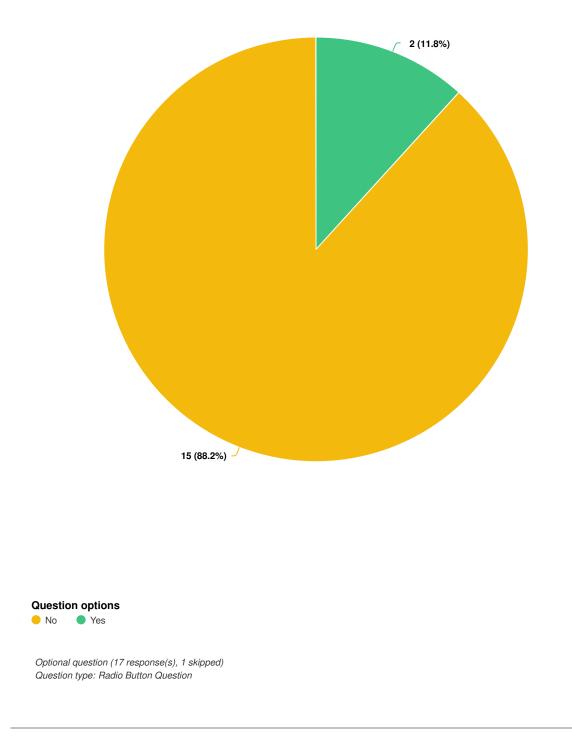
Q11 If you have any additional comments on the Chief Executive, in consultation with the Mayor and Committee Chairs, imposing temporary alcohol free zones, please write them below.

Screen Name Redacted 7/30/2024 11:27 AM	Flexibility and the ability to respond quickly are essential,
Screen Name Redacted 7/30/2024 12:29 PM	Schools, sports clubs and such areas where children are.
Screen Name Redacted 8/02/2024 03:14 AM	Equally, would it not be good for the same quick response to be done for allowing alcohol to be consumed in what might normally be an alcohol free zone if the event or activity would benefit from the short approval timeframe?
Screen Name Redacted 8/06/2024 08:24 AM	The decision must rest with elected officials NOT with CEO or council officers

Optional question (4 response(s), 14 skipped) **Question type:** Essay Question

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Q12 Would you like to present your feedback to Councillors at a public hearing?



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23 August 2024

Hutt City Council 30 Laings Road Hutt Central LOWER HUTT

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Yours sincerely,

Inspector Shaun Lingard Area Prevention Manager Te Awa Kairangi Police



Please note that the text highlighted in yellow is the portion of this submission relating to the Control of Alcohol in Public Places Bylaw

Submission on the Hutt City Council Control of Alcohol in Public Places Bylaw

25 August 2024

Tēnā koutou

Thank you for the opportunity to provide feedback on the proposed Control of Alcohol in Public Places Bylaw. We would like the opportunity to speak (virtually) to our submission.

If you have any questions on the comments we have included in our submission, please contact:

Andrew Galloway Executive Director Alcohol Healthwatch P.O. Box 99407, Newmarket, Auckland 1149 M: 021 244 7610 E: director@ahw.org.nz

About Alcohol Healthwatch

Alcohol Healthwatch is an independent national charity working to reduce alcohol-related harm and inequities. We are contracted by Health New Zealand–Te Whatu Ora to provide a range of regional and national health promotion services. These include: providing evidence-based information and advice on policy and planning matters; coordinating networks and projects to address alcohol-related harms, such as alcohol-related injury and fetal alcohol spectrum disorder; and coordinating or otherwise supporting community action projects.

General Comments

Evidence for Liquor Bans

Liquor bans are an evidence-based intervention that may not only impact immediate crime and disorder in a neighbourhood, but may also help de-normalise alcohol use in the Hutt City Council district and reduce the harmful effects associated with perceptions of neighbourhood disorder. Alcohol Healthwatch supports the making of a new Control of Alcohol in Public Places Bylaw that reinstates most of the provisions of the 2016 Bylaw (that was revoked in December 2023), and recommends that the below be taken into consideration:

1) De-normalising alcohol use

The presence of people drinking and/or alcohol-related litter in public space may signal or reinforce the acceptability of drinking in the population.¹ Alcohol consumption is a learned social behaviour. It is well-known that vicarious learning, through observation of behaviours in our interpersonal and wider environments, reinforces our expectations of that behaviour. The Social Learning Theory, and later the Social Cognitive Theory, which have been used to explain drinking behaviour, states that human behaviour results from interaction and observation of others in the physical and social environment.^{2,3}

The normalisation of drinking may also serve to undermine efforts by New Zealanders to reduce their alcohol intake. The presence of cues in the environment, such as people drinking in public places, may hinder strategies to reduce drinking, especially those with alcohol dependence. In relation to environmental cues, it has been found that the presence of alcohol in an environment increases physiological cue reactivity and craving for alcohol.⁴ As can be seen with smokefree public places, efforts to increase the number of these spaces is underpinned by the need to reduce the modelling of smoking to adolescents and reduce cues to smoking by those wishing to quit.^{5–7}

2) Environmental or neighbourhood disorder

The presence of drinking in public and/or alcohol-related litter may contribute to resident's perceptions of neighbourhood disorder. Research shows that perceptions of neighbourhood disorder are associated with heavy drinking. In New Zealand research, young adolescents reporting high levels of neighbourhood disorder were more likely to drink heavily.⁸

The causal pathway in which this occurred related to neighbourhood disorder reducing social cohesion in a community. When residents perceive that their community is disordered they are less likely to venture into their neighbourhood and form social connections with their neighbours. In relation to adolescent well-being, these neighbourhood or social connections, particularly among parents, are important in protecting young people from engaging in risky behaviours. In New Zealand communities where adolescents perceive disorder, social cohesion is lowered and this increases the likelihood of young adolescent heavy drinking.

Evaluations of alcohol bans in, for example, Auckland City CBD⁹ and at Piha beach, Auckland¹⁰ have shown an increase in public perceptions of safety. The Auckland CBD and Piha bans also brought a significant decrease in alcohol-related disorder, local crime and fire service call-outs to vehicle incidents. However, the effectiveness of alcohol bans has been linked to the level of police enforcement of these bans.¹¹

As such, efforts to reduce the perceptions of neighbourhood disorder are likely to bring about positive benefits in terms of social cohesion, alcohol consumption, and subsequent harm.

Specific comments on a Control of Alcohol in Public Places Bylaw

Based on evidence, a bylaw is:

- Necessary to address alcohol-related issues in the district, and especially in areas where the risks are greater, such as where there would be a greater chance of drinking and driving, or swimming/boating or shooting of game and so forth. The proposed liquor ban areas reflect these concerns, and further investigation and community consultation will no doubt identify additional areas for liquor bans.
- Part of a package of measures to reduce alcohol-related harm, that includes the Hutt City Council Local Alcohol Policy, Alcohol Fees Bylaw and community safety and partnership initiatives. International research (in Great Britain and Australia) has found that alcohol bans are more effective when they are part of a multi-component approach to reducing alcohol-related violence and public disorder.¹² Alcohol control bylaws not only leverage off other measures but also support these other initiatives.
- Cost-effective, given the damage and harm associated with crime, injury and vandalism that impacts Council assets and programmes with the resulting under-utilisation of public places.

In summary, we support both proposals that would confirm areas of concern in the 2016 bylaw and add additional protections based on updated evidence (proposal 1) and the need for flexibility for events by imposing temporary alcohol free zones (proposal 2).

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Bruce Spedding

Extension to restricted area. AFZ6

I propose that the current restricted area AFZ6 should be extended south from it's current ending at Shortt Park to include all the beach, waterfront and various public areas adjacent all the way to Burdan's Gate. (see attached)

The current zone still allows alcohol consumption in part of the Maire Street car parking area and adjacent beach, and then all the way along Marine Parade (the Esplanade / Promenade Walkway) and extending down to Burdan's Gate.

This stretch attracts a similar user demographic to the area already restricted (9pm-5am) however it offers more opportunities to park adjacent to the beach, and in some cases to drive vehicles onto the beach. It is particularly popular for fishing,

Many parts of this proposed zone are very popular with both walkers and cyclists of all ages - there is a conflict of use at times with people parking inappropriately, and this becomes a hazard if they have been drinking and then drive.

The proposed addition includes various grassed areas which are used for picnicking, and also the Greenwood Park playground.

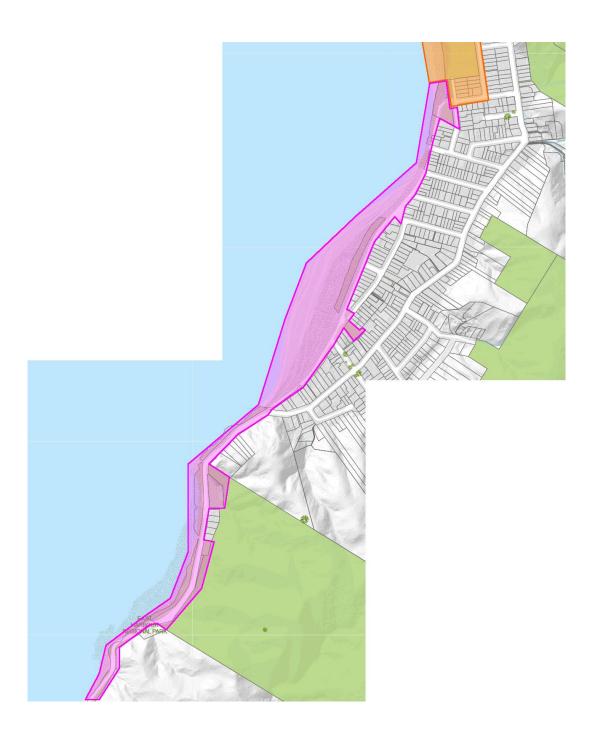
The consumption of alcohol and the lighting of fires often go together. We often encounter evidence of drinking in the form of rubbish, bottles and broken glass on the beaches which obviously pose a hazard for all beach users, including children and animals. Fires are also common and frequently abandoned without any attempt (or inadequate attempts) to extinguish these - often at best these have just been "buried" and can burn for days. Fires constitute a hazard for beach users, especially if buried but still burning, and with our prevailing winds, can easily set fire to the adjacent bush/gorse hills. This hazard is more significant in this area than the current zone which is further from the hills.

The Burdan's Gate area often attracts antisocial behaviour, we recently suffered a significant power outage after an out of control car took outa power pole in the area. Prior to that a party on the beach just south of Burdan's Gate resulkted in a hill fire which was fortunately brought under control before it could get away.

I have personally had to fight fires on our hills as a member of the Bush Fire Force. I have had to call in numerous unpermitted and sometimes abandoned fires on the beaches, and have cleaned up broken glass and rubbish from overnight parties.

Although these sometimes occur during the day, the real risk is at night when early detection and prevention is less likely.

The case for extending the current zone further south is justified by the same factors behind the current zone, and may have additional justifications based on it's closer proximity to the hills, and it's increased isolation in some parts.



George Lajpold

Practice Lead

Healthy Families Hutt Valley

Q12: Are there any additional areas that should be an alcohol free zone? If so, please tell us where and why.

The Zone in Wainuiomata should be extended to include Frederick Wise Park including the car parking area, play grounds and basketball court 24/7.

For the past 4 years Wainuiomata Rugby League have been advocating for this area to be designated Alcohol Free – The club wishes to have the support of the bylaw to support a safer, friendlier environment for their members and the community and manage the anti-social behaviour caused by alcohol on their sidelines and at the park. Over the past 2 years Wainuiomata Rugby League have taken it upon themselves to declare the park alcohol free. This has been widely accepted by their community but there continues to be occasions where they have had to manage the alcohol fueled behaviour of other spectators/visitors to the park. This change would also bring Frederick Wise Park into alignment to all other Rugby League parks in the Hutt which are alcohol-free zones.

Healthy Families Hutt Valley are also advocating for all council spaces to be designated alcohol free zones at all times:

1. Parks and sports grounds, including skate parks and associated car parking areas and changing rooms facilities;

- 2. outdoor sports courts and changing room facilities,
- 3. Playgrounds;
- 4. Outdoor / indoor swimming pool complexes;
- 5. Bus shelters and bus stops;
- 6. Train stations;
- 7. All beaches areas;
- 8. Outdoor public areas around council buildings and facilities;
- 9. Council run and funded events.
- 10. School drop off areas

The advocating for the zoning of these spaces is aligned to Councils responsibility under the Act ensuring harm caused by the excessive or inappropriate consumption of alcohol should be minimised. This approach builds a layer of safety for our tamariki our rangatahi and our whanau when they are in these spaces. It ensures the have rights to be able to transition, move and be in these spaces without fear of being exposed to alcohol related. It establishes the clear intent from council on their approach towards the safety of our community in these spaces. All spaces, with the exception of no. 10 school drop off areas, are currently designated smokefree / vapefree zones under Councils Smokefree Outdoor Public Places Policy.

Alcohol fueled incidents on the sidelines are allot higher than reported to Police as the majority of these incidents are managed by the Club. The shift to designate the areas listed in 1 & 2 changes the environment in these areas to be friendlier, enjoyable and more positive for a whanau experience. It removes the impact of alcohol fueled anti-social sideline behaviour and it pushes the consumption of alcohol back into a space that is controlled by people skilled at managing the sale of alcohol. The positive impacts in taking this type of approach has been evidenced with the work that was piloted

out with Healthy Families Ōtautahi, Police, the DHB, Rugby League and Christchurch City Council. It has now been embraced across the community and other sporting codes.





National Council of Women of New Zealand Te Kaunihera Wahine o Aotearoa

Hutt Valley Branch c/- 142a Molesworth St Taita Lower Hutt 5011

ncwnzhv@gmail.com

Please note that the text highlighted below is the portion of this submission relating to the Control of Alcohol in Public Places Bylaw

25 August 2024

Submission to the Hutt City Council on Alcohol in our city

Introduction

The National Council of Women of New Zealand, Te Kaunihera Wāhine o Aotearoa (NCWNZ) is an umbrella group representing around 60 affiliated organisations and 300 individual members. Collectively our reach is over 200,000 with many of our membership organisations representing all genders. NCWNZ has 13 branches across the country, one of which is the Hutt Valley Branch.

NCWNZ's vision is a gender equal New Zealand and research shows we will be better off socially and economically if we are gender equal. Through research, discussion and action, NCWNZ in partnership with others, seeks to realise its vision of gender equality because it is a basic human right.

This submission has been prepared by NCWNZ Hutt Valley Branch members.

Local Alcohol Policy

Q1. Are there any of the current suburbs with off-license caps that you think should have their caps removed or changed? Where and why?

There is insufficient information supplied to understand the reason for the number of caps for off-licensed alcohol retailers by area. It is disturbing to see the information in Appendix 7 on the Nature and severity of alcohol-related health problems, where the highest numbers are for Wainuiomata, Naenae and Stokes Valley.

Q3. Should we change our trading hours?

We are pleased that the operating hours are less than the national default maximum. We do query the hours for cinemas, where the criteria is given as "Licensed on the condition that their on-licenses are linked to the business activity of a cinema". We would like to see the operating hours for cinemas match those for On-license for Restaurants and cafes, ie 7:00 am to 1:00 am the following day rather than to 3.00 am the following day.

Q4. Should we implement a 'sinking lid' for all or some of the off-license capped areas? This would mean when an off-license closes its license can't be transferred or a new license granted, so the number of off-licenses would be expected to fall over time.

Yes.

Control of Alcohol in Public Places Bylaw

Q5. Are there any areas where alcohol was banned in the prior bylaw that you think should be removed? Where and why?

1





National Council of Women of New Zealand Te Kaunihera Wahine o Aotearoa

Hutt Valley Branch c/- 142a Molesworth St Taita Lower Hutt 5011

ncwnzhv@gmail.com

The members agree with the proposal to reinstate alcohol free zones from the previous bylaw with minor adjustments as explained.

Q8. Do you agree that the Council Chief Executive, in consultation with the Committee Chairs and the Mayor, should have the ability to impose temporary alcohol free zones under certain circumstances?

We agree with this proposal to be able to impose alcohol free zones for events.

Alcohol Fees Bylaw

Q9 Should HCC maintain a goal of recovering 90% of alcohol licensing costs through fees, or change to a goal of recovering 100%, and why?

The members' preference is for Option 2 100% cost recovery. While it might not be possible to attain, it is preferred to have this stretch target. The Rates should not be used to cover any shortfall in the cost of alcohol licensing.

Conclusion

NCWNZ Hutt Valley Branch is pleased that the Hutt City Council is undertaking this review of its Alcohol Policy.

Te Awa Kairangi ki Tai Lower Hutt needs to be a healthy vibrant city.

Beylanlerson

Beryl Anderson ONZM FLIANZA President Hutt Valley Branch

Pete McCoy

Please note that the text highlighted below is the portion of this submission relating to the Control of Alcohol in Public Places Bylaw Afternoon,

So to start with my thoughts were status quo was fine due to the minimal cost per rate payers, then as you read on the proposed fee increase changed my mind, they are a massive increase.

So let them pay.

Then you think really are these massive increases justified.

Any other business that increased its cost by that amount would tarred and feathered, rubbished on social media.

We all know that most councils are looking at gathering extra revenue wherever possible.

It seems like just another kick in the guts to local businesses that support the local community, employ local people in an already tough environment.

All being that there are some better at it than others and should be made accountable (lower or higher fees).

My biggest concern would be justifying the huge jump in the fees charged.

Acholol free area's, it seems some sports could do with being in this category if not all.

Just think we should be encouraging people into businesses not scaring them off through paperwork and costs.

A prime example would be William Jones Park, where the Police would like it booze free but the acholol free area stops about the car park before the ground, perhaps it should be extended to the far side of the grassed area next to the baths (pool for you younger people)



Draft Control of Alcohol in Public Places Bylaw

Division	Strategy and Policy
Date created	Month Year
Publicatio n date	Month Year
Review period	October 2029
Owner	Strategy and Policy
Approved by	Name

Version	Author	Date	Description
V 1.0	Name	Month	Insert brief
		Year	description
			here
V 2.0	Name	Month	Insert brief
		Year	description
			here

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1. Commencement

1.1 This Bylaw will come into force on [insert date]

2. Application

1.1 This Bylaw applies to the Lower Hutt District.

3. Interpretation

3.1 In this Bylaw, the following definitions apply:

- Act means the Local Government Act 2002.
- Alcohol has the meaning given to it in section 5(1) of the Sale and Supply of Alcohol Act 2012.
- Alcohol free zone means an alcohol ban area made under this Bylaw in accordance with section 147 of the Act.
- Bylaw means this Control of Alcohol in Public Places Bylaw.
- **Council** means Hutt City Council.
- License has the meaning given to it in section 5(1) of
- the Sale and Supply of Alcohol Act 2012.
- Public Place has the meaning given to it in section 147(1) of the Act.

4. Restrictions in Alcohol Free Zones

4.1 A person must not consume, bring or possess alcohol in any public place or in any vehicle in any public place where:

- a. an alcohol free zone made by Council in accordance with clause X of this Bylaw applies; or
- b. an alcohol free zone in a Schedule of this Bylaw applies.
- 4.1.1. a public place does not include licensed premises.

4.2 However, subclause (1) does not apply in those circumstances described in section 147(4) or section 147 (1)(b) of the Local Government 2002.

4.2.1 Explanatory note on section 147(1) and 147(4): The possession or transport of alcohol in public places in alcohol free zones is limited by this by bylaw and the Local Government Act, and is generally only allowed when transporting, carrying, or delivering alcohol through an area.

5. Alcohol Free Zones

Permanent Alcohol Free Zones

5.1 The public places in each of the areas identified in Schedule 1 to this Bylaw are alcohol free zones.

Alcohol Free Zones by Council resolution

5.2 The Council may, by resolution, specify additional permanent or temporary alcohol free zones, including where and when an alcohol-free zone will apply.

5.3 A resolution made under clause 5.2 may specify a temporary alcohol free zone associated with specific events or periods and permanent alcohol-free zones associated with specific areas or facilities.

5.4 For specified events or periods, the temporary alcohol free zone must be publicly notified at least 14 days in advance of the specified event or period in accordance with section 170(3) of the Act.

5.5 The Council may amend or revoke an Alcohol Free Zone under clause 5.1 or a resolution made under clause 5.2 at any time.

5.6 Before making a resolution under clause 5.2, the Council must be satisfied that the requirements of section 147B of the Act are met. Council may also take into account the following:

- a. whether it is necessary to consult the public to gauge community views
 - on a proposed alcohol free zone;
- b. the nature, features, and scale of the proposed alcohol free zone;

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- c. the problems that have been caused by the consumption of alcohol in the proposed alcohol free zone including the nature and severity of the problems, and the times and days that problems have occurred;
- d. the likelihood that alcohol will be present in the proposed alcohol free zone on the days or period specified;
- e. the extent to which the proposed alcohol free zone may assist in addressing these problems;
- f. any restrictions or limitations on private individuals' rights that would be caused by a proposed alcohol free zone; and
- g. any other information considered by the Council to be relevant.

Chief Executive approval for temporary alcohol free zones

5.7 Where there is insufficient time to specify a temporary alcohol free zone by Council resolution, a temporary alcohol free zone can be imposed by the Chief Executive, in consultation with Committee Chairs and the Mayor, in respect of that event during the specified times for that alcohol free zone area.

5.8 The Chief Executive, in consultation with the Committee Chairs and the Mayor, may only impose a temporary alcohol free zone after consideration of:

- The nature of the event;
- The number of people expected to attend the event; and
- The history of the event (if any).

Implementation

5.9 For specified events or periods, the temporary alcohol free zone must be publicly notified at least 14 days in advance of the specified event or period in accordance with section 170(3) of the Act.

5.9.1 Applications to establish a temporary alcohol free zone can be made to the Chief Executive. Decisions will be made in consultation with the Committee Charis and the Mayor.

5.9.2 Explanatory note: If approved, a formal process with time limits, access for setting up temporary alcohol free zones (eg Police only), an application form, fee and signage requirements will be agreed.

6. Hutt City Council Alcohol Free Zones

6.1 The Council resolved at its meeting held on XXXXX to create the alcohol free zones and times set out in Schedule 1 to which the Bylaw will apply. Maps outlining the areas in all the alcohol free zones in the table below can be found at Appendix 1.

subcommittee nearing]		
Alcohol free zones		
9pm to 5am everyday	 As per previous bylaw, no changes 	
24-hour alcohol free zone everyday	 Proposed updated boundary for the Central Business District 	
	 Proposed updated boundary for Queen Street, Wainuiomata 	
	 All other alcohol free zones as per previous bylaw 	

Schedule 1: Alcohol free zones [To be updated following public consultation and subcommittee hearing]

7. Signage in alcohol free zones

7.1 Where it is practicable or reasonable to do so, the Council will erect signage within alcohol free zones to provide information to the public about the restrictions. The size, location and content of the signage will be at the Council's discretion.

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7.2 The absence of signage in any alcohol free zone does not authorise a breach of this Bylaw.

7.3 This clause is subject to any regulations made under section 147C of the Act.

8. Offence and penalty

8.1 Every person who breaches this Bylaw commits an infringement offence under section 239A of the Act and may be served with an infringement notice under section 245 of the Act and may be liable to pay an infringement fee.

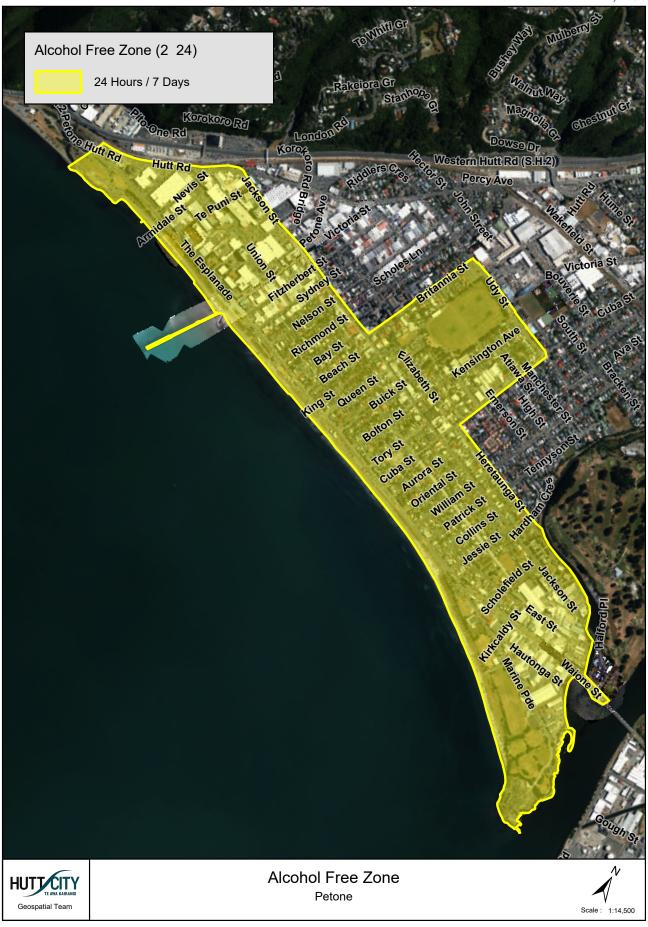
8.2 Any person in breach of the restrictions in place in an alcohol free zone is subject to any action taken by the Police in accordance with the powers given to the Police in the Act. These include the powers of search and seizure of alcohol, arrest, and the power to issue an infringement notice. For the avoidance of doubt, this includes the powers in section 170(2) of the Act.

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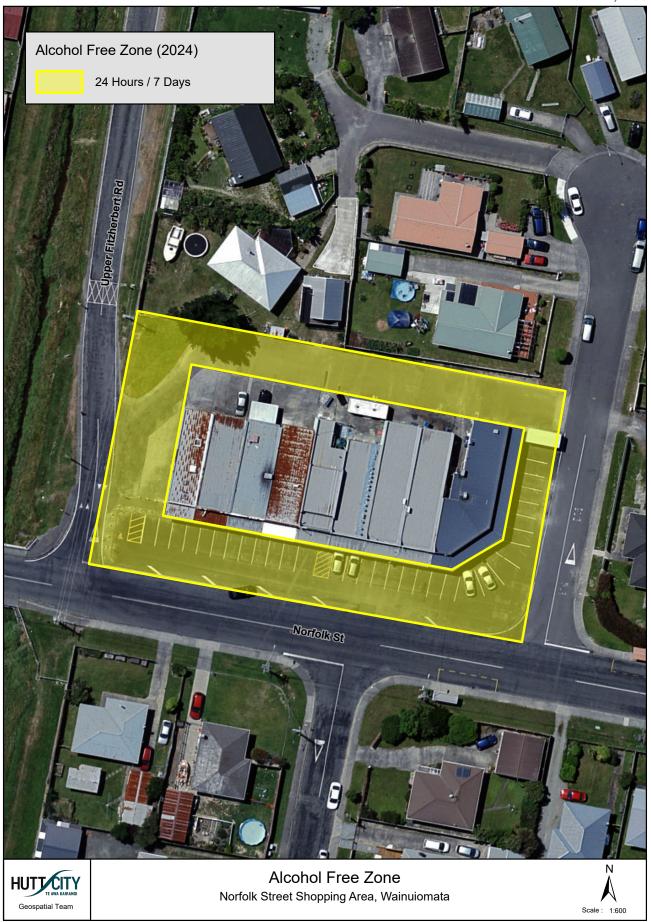


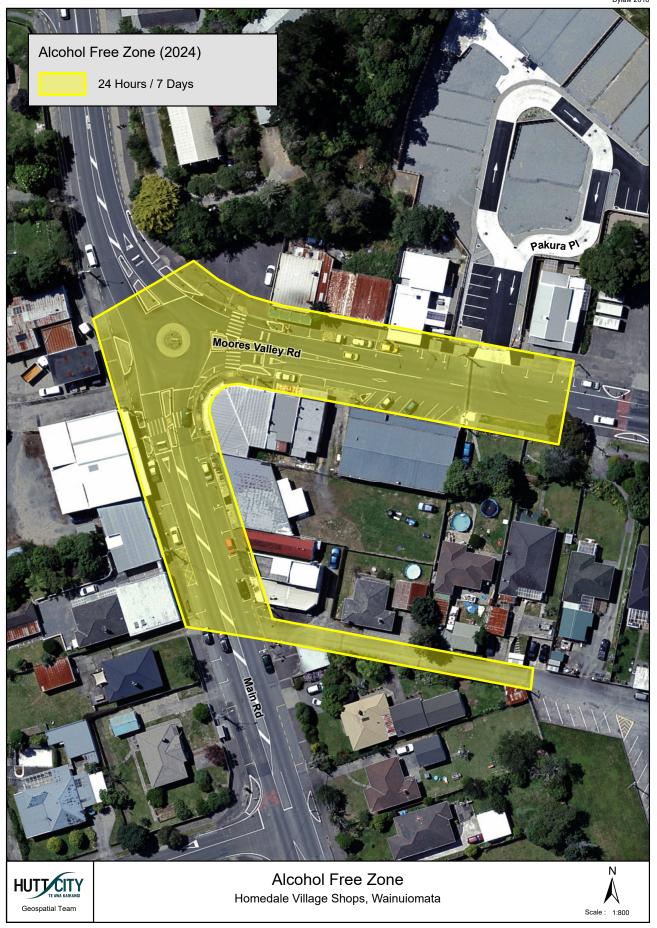
Attachment 3

Draft Control of Alcohol in Public Places Bylaw

AFZ7







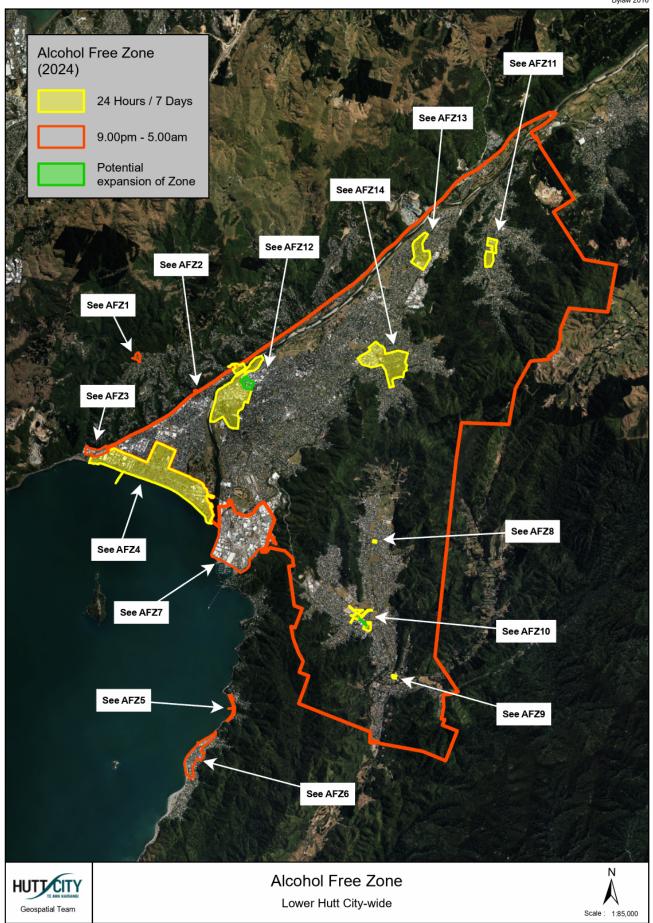














Statement of Proposal

Control of Alcohol in Public Places Bylaw

Summary of Proposal

Hutt City Council (Council) is developing a new Control of Alcohol in Public Places Bylaw (the Bylaw). Council can use this Bylaw to establish alcohol free zones that help the Council and Police to promote and maintain public health and safety. Alcohol free zones prohibit the consumption and possession of alcohol in certain public places. Alcohol free zones can be made for temporary events or relate to specific areas where alcohol bans apply permanently.

Proposal 1: Reinstate alcohol free zones from the previous bylaw with minor adjustments to reflect changes in town centres (see Appendix 1 within the Draft Bylaw).

- AFZ 10 Wainuiomata Extension of the zone along the new road Te Ara Raukura.
- AFZ 12 Central Business District Extension along Raroa Road and further along High Street.

Proposal 2: Give the Chief Executive Officer of Hutt City Council, in consultation with the Mayor and Committee Chairs, the authority to impose temporary alcohol free zones for events under certain conditions.

How to have your say

We want your feedback on the proposed Control of Alcohol in Public Places Bylaw.

You can provide feedback in multiple ways:

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- Make an online submission at hutt.city/alcohol.
- Email your submission to <u>alcohol.feedback@huttcity.govt.nz</u> with 'Control of Alcohol in Public Places' in the email subject line.
- Drop off a submission at the front counter at our office at 30 Laings Rd.

Timetable for consultation

The consultation is open from **26 July to 25 August 2024**.

Questions to consider

- Are there any areas where alcohol was banned in the prior bylaw that you think should be removed? Where and why?
- Are there any additional areas that alcohol should be banned? Where and why? Examples of alcohol related crime and disorder are required in making a case, please keep observations or experiences general and do not identify any individuals.
- In Wainuiomata, should we extend the proposed alcohol-free zone extension along Te Ara Raukura to include the carparks for the businesses on either side
- Do you agree that the Council Chief Executive, in consultation with the Committee Chairs and the Mayor, should have the ability to impose temporary alcohol free zones under certain circumstances?

Privacy Statement

We require your name, contact details and the suburb you live in as part of your feedback. All feedback will be published on our website with your name. All other personal or commercially sensitive information (including your email address and suburb) will be removed. Publishing feedback in full supports a transparent process and will assist in the public hearing process.

If you have specific reasons for not wanting your feedback publicly released, please contact alcohol.feedback@huttcity.govt.nz.

The feedback form asks for the suburb you live in to better understand how you are impacted by the changes happening in your suburb.

Public Hearings

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The feedback form also asks if you want to present directly to Councillors at a hearing. If you state that you do want to present to Councillors, you will be contacted by council staff to arrange a time for you to speak.

Feedback will be considered by Council regardless of whether you wish to present your views at a hearing or not. Final decisions will be made in September 2024 and the Control of Alcohol in Public Places Bylaw will be adopted in October 2024.

Storing personal information

Council stores information with reasonable safeguards against loss and disclosure. Reasonable safeguards include physical and technological protections. Personal information is accessible to staff who have a legitimate reason to access it. Council has a code of conduct where unauthorised disclosure of confidential information or records in accordance with the provisions of the Public Records Act, which includes the authorised destruction of records once they are no longer required to be kept for legislative compliance or business purposes.

Access to your information

The information you provide will be accessible only by Council staff and is not shared with any third party. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at <u>policy@huttcity.govt.nz</u>, or 04 570 6666, or 30 Laings Road, Lower Hutt 5010.

Legal Framework for bylaw making

Under sections 147A and 155 of the Local Government Act 2002(the Act), Councils are required to:

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- determine whether a bylaw is the most appropriate way of addressing the perceived problem and that a proposed bylaw is the most appropriate form of the bylaw;
- be satisfied that the proposed bylaw can be justified as a reasonable limitation on people's rights and freedoms;
 - except where the bylaw applies temporarily, there is evidence that the area to which the bylaw is intended to apply has experienced a high level of crime or disorder caused or made worse by alcohol consumption in the area; and
 - o the proposed bylaw is appropriate and proportionate in light of that crime or disorder.

In addition, no bylaw may be made which is inconsistent with the New Zealand Bill of Rights Act 1990. Council must also comply with the general decisionmaking requirements in sections 76 to 82 of the Act in that it must identify and consider all reasonably practicable options and the community's views.

Is the Bylaw the most appropriate way to address the perceived problem?

The problem can be defined as "crime or disorder caused or made worse by the consumption of alcohol in public places". Council has liaised with key stakeholders including the Police, Medical Health Officer, City Safety Manager, Healthy Families, CCTV Team and Alcohol Licensing Inspectors, to understand the nature of alcohol related issues in Lower Hutt.

A number of concerns about crime and disorder in Lower Hutt have been raised and Council has considered how best to address these. Options for addressing the perceived problem include current Police powers to protect public safety and Council powers to regulate licensed premises under the Sale and Supply of Alcohol Act 2012.

Council could also develop controls in our policies, plans and hire agreements, use CCTV or advocate for more local Police. While these options could work, they are unlikely to address the problem on their own. Without a Control of Alcohol in Public Places Bylaw, there would be no ability to provide for temporary alcohol ban areas for events, or to deal with problem areas in the future. Bylaws are a

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well-recognised mechanism and provide a preventative tool to stop problems happening which is consistent with the "prevention first" strategy of the Police.

This is preferable to waiting for problems to occur, particularly at or after events where large groups of people may gather. Alcohol free zones, supported by signage, are enforced by the Police to prevent escalation and more serious incidents occurring. Alcohol free zones may also increase the perception of safety and order and raise the reputation of events. Without a bylaw, the Council and Police would have difficulty promoting and maintaining public health and safety by reducing alcohol possession and consumption in public.

Is the Bylaw the most appropriate form of the Bylaw?

Council considers the proposed Bylaw to be the most appropriate form of the bylaw as it provides for the following:

• the regulation of the possession and consumption of alcohol in public

places leading to a reduction in crime and disorder caused or made

worse by alcohol, as authorised under sections 145 and 147 of the Act;

- the promotion and maintenance of public health and safety; responsive decision-making for the control of events; and
- focus on specific and known problem areas.

The Bylaw is an appropriate balance between regulatory and nonregulatory strategies to reduce alcohol-related crime and disorder, and is certain, reasonable and proportionate.

Does the Bylaw give rise to any implications under the New Zealand Bill of Rights Act 1990?

The New Zealand Bill of Rights Act 1990 provides for certain rights and freedoms in relation to:

- life and the security of people;
- democratic and civic rights;
- non-discrimination and minority rights;
- search, arrest and detention; and criminal procedure and rights to justice.

The Bylaw could potentially limit rights and freedoms of expression, freedom of peaceful assembly and freedom of movement by limiting

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people's ability to possess and consume alcohol in areas subject to alcohol bans. However, these limitations are justified (as provided in section 5 of the New Zealand Bill of Rights Act 1990) because Council's ability to make alcohol bans is limited by legislative criteria and the restrictions are fair and reasonable in the interest of public health and safety.

Proposals for public consultation

Proposal 1	 Reinstating alcohol free zones and maps from the previous Control of Alcohol in Public Places Bylaw with minor adjustments to reflect changes in town centres (see Appendix 1 within the Draft Bylaw) AFZ 10 - Wainuiomata - Should we include the car parks on either side of Te Ara Raukura? AFZ 12 - Central Business District - Should we extend this area along Raroa Road and further along High Street? 	
Proposal 2	The Chief Executive of Hutt City Council, in consultation with the Mayor and Committee Chairs, having the authority to impose temporary alcohol free zones for events under certain conditions.	

Previous alcohol free zones with minor adjustments to reflect changes in town centres (maps are at Appendix 1 in the Draft Bylaw attached)

Alcohol free zone area	Description and corresponding map	Permanent	Temporary
Western Hills	• Oakleigh Street carpark (refer to map AFZ1)	9:00pm to 5:00am seven days per week	
	• Jubilee Park (refer to map AFZ2)	9:00pm to 5:00am seven days per week	
Petone	• Pito-One Road and Cornish Street (refer to map AFZ3)	9:00pm to 5:00am seven days per week	
	 Focus on Jackson Street area (refer to map AFZ4) 	At all times	

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Eastbourne	• Days Bay (refer to map AFZ5)	9:00pm to 5:00am seven days per week	On Guy Fawkes night from 6:00pm on 5 November to 5:00am on 6 November, each year
	• Eastbourne shopping area, wharf and beach (refer to map AFZ6)	9:00pm to 5:00am seven days per week	,
Seaview/ Gracefield	• refer to map AFZ7	9:00pm to 5:00am seven days per week	
Wainuiomata (note minor adjusted area	• Norfolk Street Shopping Area (refer to map AFZ8)	At all times	
in green and around Hugh	• Homedale Village shops (refer to map AFZ9)	At all times	
Sinclair Park to indicate new residential area)(potential to include public car parks on either side of Te Ara Raukura)	• Queen Street shops and Hugh Sinclair Park (refer to map AFZ10)	At all times	
Stokes Valley	• Stokes Valley Shopping Centre, Delaney Park and Speldhurst Park (refer to map AFZ11)	At all times	
Central Business District (note minor adjusted area in green)	• refer to map AFZ12	At all times	
Taita	• Taita shopping area (refer to map AFZ13)	At all times	
Naenae	• refer to map AFZ14	At all times	

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City wide	• refer to map AFZ15	9:00pm to 5:00am	
		seven days per	
		week	

Enable Council to make alcohol bans by resolution

The Bylaw will include a mechanism to enable Council to make alcohol bans by resolution. This includes temporary alcohol-free zones associated with specific events or periods and permanent alcohol-free zones associated with specific areas or facilities.

For specified events or periods, the temporary alcohol ban must be publicly notified at least 14 days in advance of the specified event or period in accordance with section 170(3) of the LGA.

When time does not allow for the Council Resolution process to establish a temporary alcohol free zone, it is proposed that an application to establish a temporary alcohol free zone can be made to the Chief Executive, who will make a decision in consultation with the Mayor and Committee Chairs.

Note the Draft Control of Alcohol in Public Places Bylaw was included in this Statement of Proposal for the purposes of the public consultation. It has been removed and attached as a separate appendix for the purposes of the Policy, Finance and Strategy Committee meeting on 10 September 2024.

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HUTTCITY TE AWA KAIRANGI Committee

92

02 August 2024

Report no: PFSC2024/4/249

Review of Class 4 Gambling Venue and Board Venue Policy

Purpose of Report

1. To consider the Class 4 Gambling Venue and Board Venue Policy 2021 (the Policy) which is due for review.

Recommendations

That the Committee recommends Council:

- notes the Gambling Act 2003 and the Racing Industry Act 2020 require Class 4 Gambling Venue and Board Venue Policies to be reviewed every three years attached as Appendix 1 to the report;
- (2) notes that Hutt City Council's Class 4 Gambling Venue and Board Venue Policy was last reviewed in 2021 and a sinking lid policy was adopted;
- (3) notes that only two years of gambling machine and venue data has been collected since 2021 and no changes in the number of machines or venues were noted;
- (4) notes legislation allows for the Class 4 Gambling Venue and Board Venue Policy to be rolled over if no amendments are proposed; and
- (5) **EITHER**:
 - a. agrees to roll over the existing Class 4 Gambling Venue and Board Venue Policy with no changes; **OR**
 - b. agrees to officers preparing amendments to the Class 4 Gambling Venue and Board Venue Policy and undertaking a Special Consultative Procedure.

For the reason that the Committee is delegated the responsibility to review and approve policies and strategies.

Background

- 2. The Gambling Act 2003 and the Racing Industry Act 2020 require councils to review their Class 4 Gambling Venue and Board Venue Policy (the Policy) on a three-yearly cycle.
- 3. In 2021 Council approved its current Policy. The Policy is therefore due for review this year.

- 4. The objectives of the Policy include to:
 - a. reduce Class 4 gambling machine numbers and gambling venues in Te Awa Kairangi ki Tai Lower Hutt;
 - b. adopt public health approaches to prevent and minimise harm from gambling to support community problem service providers, and monitor Class 4 Gambling Venues;
 - c. provide community access to information about the funds produced and distributed from Class 4 Gambling within the city; and
 - d. facilitate community involvement in decisions about the provision of Class 4 Gambling in Te Awa Kairangi ki Tai Lower Hutt.

Discussion

- 5. As part of the Policy, Council approved and implemented a sinking lid approach (i.e. a well-being approach) covering the following actions:
 - a. no consents approved for new gambling machines;
 - b. no consents approved to increase the number of gambling machines in any Class 4 Gambling venue;
 - c. no Class 4 Gambling Venue or Board Venue consents can be transferred to a new location; and
 - d. no consents approved for Class 4 Gambling Venue or Board Venue mergers.
- 6. Sinking lid policies are based on attrition rather than forcing venues to close or remove gambling machines. Since many community groups rely on grants from gambling profits, the long-term strategy behind an attrition model is to balance the reduction of gambling harm with the need to provide funding to the community. Figure 1 shows the distribution of gambling grants to community groups throughout Te Awa Kairangi ki Tai Lower Hutt since 2019.

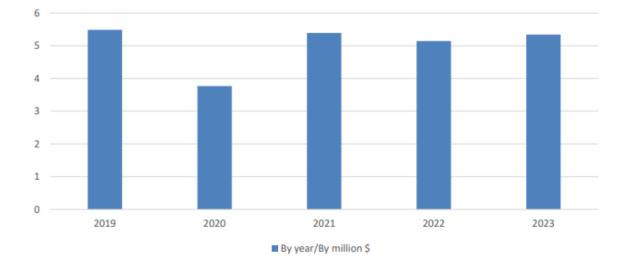


Figure 1: Gambling grants distributed annually in Lower Hutt

- 7. Only two financial years' worth of data on gambling machine numbers and venues has been collected since the implementation of the sinking lid policy. In that time, there have also been no changes in venue or machine numbers to report. This means there is insufficient data on which to base a formal review or to propose any changes to the current Policy.
- Councils that wish to roll over current Class 4 Gambling policies are not required to consult the public via the Special Consultative Procedure. However, the public and interested organisations can address the Council via the Public Comment section of a meeting.
- 9. The next review will take place in 2027. At this point there will be five to six years of data to consider:
 - a. any effect of the sinking lid policy since 2021;
 - b. gambling trends;
 - c. distribution of grants from gambling profits; and
 - d. any changes in gambling machine numbers and venues in Lower Hutt.
- 10. The 2027 review will have enough supporting data to require formal public consultation.

Options

11. There are two options the Committee could recommend to Council (set out in Table 1 below). Officers recommend Option 1 be put forward.

Table 1: Options the Class 4 Gambling Venue and Board Venue Policy review

Options	Advantages	Disadvantages	Comment
Option 1: Retain current Policy unchanged (<i>Recommended</i>)	Avoids pre-mature consultation on the effect of sinking lid policy	No opportunity for formal public consultation (but feedback can be given via Public Comment)	Formal public consultation will be required for the 2027 review
Option 2: Prepare changes to Policy; report to PFS, and undertake Special Consultative Procedure	Opportunity for formal public consultation	The costs and time required (six months) to run a Special Consultative Procedure	No benefits from a Special Consultative Procedure at this stage

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

13. The Corporate Leadership Team supports the proposal to rollover the existing Policy without amendments.

Legal Considerations

14. The Legal Team has advised that formal consultation is only required when amendment is made to the existing Policy. If the policy is rolled over without amendments, then no consultation is required.

Financial Considerations

15. No direct financial considerations for Council. But many community groups rely on grants from gambling profits.

Appendices

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Author: Angela Gordon Senior Policy Advisor

Reviewed By: Richard Hardie Head of Strategy and Policy

Reviewed By: Bradley Cato Chief Legal Officer

Approved By: Jarred Griffiths Director Strategy and Engagement

HUTT CITY COUNCIL CLASS 4 GAMBLING VENUE AND BOARD VENUE POLICY 2021

1

Division	Strategy and Planning	
Date created	November 2021	
Publication date	December 2021	
Review period	Begin review September 2023	
Owner	Wendy Moore, Divisional Manager, Strategy and Planning	
Approved by	Council, December 2021	

Version	Author	Date	Description
V 1.0	Wendy Moore	23 November 2021	Peer review document
Final	Wendy Moore	24 November 2021	Finalised document
Final	Wendy Moore	2 December 2021	Approved by Council

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1. SECTION A: CLASS 4 GAMBLING VENUE POLICY 2021

1.1 POLICY

Council is adopting this policy in accordance with section 101 of the Gambling Act 2003 as the Class 4 Gambling Venue and Board Venue Policy 2021.

This policy has two main elements – it takes a wellbeing approach to minimising the regressive and inequitable social and economic harms of Class 4 gambling, particularly in high deprivation communities, <u>and it ensures that Council is taking a leadership role, demonstrating this through its operational work and management of its own estate.</u>

The goal is to reduce the number of gambling machines and Class 4 gambling venues in the Te Awa Kairangi ki Tai Lower Hutt and ensure that no new venues or gambling machines can be added. Venues will not be able to relocate, and no new licences will be issued. If a Class 4 gambling venue is closed for over six months, it cannot be re-opened by another operator. Over time, this approach means that the number of gambling venues and gambling machines may decrease. Council will not allow any further gambling venues to be established in Council owned buildings/facilities.

The policy <u>does not affect existing gambling venues</u> or Class 4 gambling machines in Te Awa Kairangi ki Tai Lower Hutt.

1.2 OBJECTIVES OF THE POLICY

The objectives of this policy are to:

- reduce Class 4 gambling machine numbers and venues in Te Awa Kairangi ki Tai Lower Hutt;
- adopt public health approaches to prevent and minimise harm from gambling, to support community problem gambling service providers, and monitor Class 4 Gambling venues;
- provide community access to information about the funds produced and distributed from Class 4 gambling within the city; and
- facilitate community involvement in decisions about the provision of Class 4 Gambling in Te Awa Kairangi ki Tai Lower Hutt.

1.3 WHERE CLASS 4 GAMBLING VENUES MAY BE ESTABLISHED

Council will not grant consent for any new Class 4 gambling venues to be established in the territorial authority district.

1.4 NUMBERS OF GAMBLING MACHINES TO BE ALLOWED

Council will not grant consent grant consent to any increase in the number of gambling machines in any Class 4 gambling venue in the territorial authority district

1.5 RELOCATION OF EXISTING VENUES AND MACHINES

Class 4 Venue licences cannot be transferred to a new location in Te Awa Kairangi ki Tai Lower Hutt.

1.6 PRIMARY ACTIVITY OF CLASS 4 GAMBLING VENUES

The primary activity of any Class 4 gambling venue shall be:

- a) for sporting activities, or
- b) for the sale of liquor or for liquor and food, or
- c) the activities as a venue owned or leased by the New Zealand Racing Board, and used mainly for racing betting, or sports betting, or as a racecourse.

1.7 MERGING VENUES

There will be no consents granted for venue mergers.

2. SECTION B: TAB BOARD VENUE POLICY

2.1 POLICY

- This policy is a policy adopted in accordance with Section 96, Racing Industry Act 2020 as a board venue policy.
- The policy covers standalone TAB board venues, which are owned or leased by the New Zealand Racing Board. Council consent is not required under the legislation for a TAB facility in a bar, hotel, or club.

2.2 OBJECTIVES OF THE POLICY

The objectives of this policy are to:

- reduce Class 4 gambling machine numbers and gambling venues in Te Awa Kairangi ki Tai Lower Hutt;
- adopt public health approaches to prevent and minimise harm from gambling, to support community problem gambling service providers, and monitor Class 4 Gambling venues;
- provide community access to information about the funds produced and distributed from Class 4 gambling within the city; and
- facilitate community involvement in decisions about the provision of Class 4 Gambling in Te Awa Kairangi ki Tai Lower Hutt.

2.3 WHERE TAB VENUE MAY BE ESTABLISHED

TAB Board Venues may be established within the central commercial and Petone commercial activity areas; suburban commercial and special commercial zones; and general recreation activity areas and special recreation activity areas subject to:

- (i) meeting application and fee requirements;
- (ii) not being a venue at which the primary activity is a family or children's activity;
- (iii) not being adjacent or adjoining to any residential zone, school, early childhood centre, kindergarten, place of worship or other community facility; and
- (iv) not being adjacent to another board venue i.e. two board venues may not be adjacent or adjoining

Where a TAB Board Venue is adjacent to or adjoining a Class 4 gambling venue, the TAB board venue is prohibited from operating Class 4 gambling machines.

Note: "Central commercial and Petone commercial activity areas", "suburban commercial and special commercial zones", "general recreation activity areas and special recreation activity areas" and "residential zone or recreation zone" have the meanings and will be applied in accordance with the meanings of those terms in the Hutt City Council District Plan as operative at the time an application is considered.

2.4 INCOMPATIBILITY OF TAB BOARD VENUE PREMISES

TAB board venues must not be located in premises that are incompatible with other predominant uses in a commercial or retail district.

2.5 APPLICATIONS

Applications for Council consent must be made on the approved form and must provide:

- name and contact details for the application;
- street address of premises proposed for the TAB board venue licence;
- the names of management staff; and
- if not in the central commercial zone, evidence of the distance to the nearest residential zone, educational or religious establishment and other Class 4 gambling venues.

2.6 APPLICATION FEES

These will be set by the Council from time to time, and shall include consideration of:

- (i) the cost of processing the application, including any consultation and hearings involved;
- (ii) the cost of triennially reviewing the TAB board venue policy;
- (iii) the cost of inspecting TAB board venues on a regular basis to ensure compliance with consent or license conditions; and
- (iv) a contribution towards the cost of triennial assessments of the economic and social impact of gambling in the city.

HUTTCITY TE AWA KAIRANGI Committee

25 July 2024

Report no: PFSC2024/4/250

Draft Parking Strategy

Purpose of Report

1. The purpose of this report is to provide the Policy, Finance and Strategy Committee with the draft Parking Strategy for consideration.

Recommendations

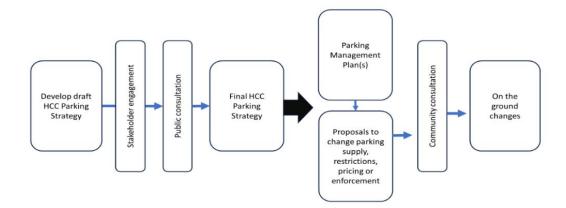
That the Committee recommends Council:

- (1) receives and notes the report;
- notes that feedback from engagement with key stakeholder groups is broadly supportive of the development of a Parking Strategy and Parking Management Plans;
- (3) approves the draft Parking Strategy for public consultation from 3 until 15 October 2024 as attached as Attachment 1 to the report; and
- (4) notes that following public consultation, the final draft of the Parking Strategy will be considered by the Committee at its meeting on 19 November 2024 before being recommended to Council at its meeting on 10 December 2024.

Background

- 2. On 10 July 2024, officers briefed elected members on developing a Parking Strategy to replace Council's current Parking Policy (2017).
- 3. The draft Parking Strategy is attached as Appendix 1 to the report
- 4. Officers have adopted the approach to parking management recommended by the NZTA in its National Parking Management Guidance (2021). This is shown in Figure 1 below, in which a Parking Strategy informs and drives the development of Parking Management Plans.

Figure 1: NZTA recommended approach to parking management



Results of early engagement with key stakeholder groups

- 5. In developing and testing the draft Parking Strategy, officers met with a range of stakeholder groups, including representatives from the mobility/disability sector, to get their feedback.
- 6. A consistent theme from stakeholder feedback was concern about the increasing demand for on-street parking due to housing intensification.
- 7. Stakeholders supported developing a Parking Strategy which provides a framework for informing and driving the development of Parking Management Plans.
- 8. Officers will continue to engage with stakeholders to gather additional insights and opportunities to inform the development of Parking Management Plans.
- 9. Additionally, two issues signalled in stakeholder engagement that will have a significant impact on Council-provided parking are:
 - a. Metlink plans to introduce paid parking at the major Hutt City railway stations; and
 - b. reducing space for on-site parking for patients and staff at Hutt Hospital.
- 10. Metlink and Hutt Hospital currently have projects underway to progress these projects and are keen to work with Council on these projects, potentially through the development of Parking Management Plans.

Options

- 11. The Committee can recommend to Council that it:
 - a. approve the draft Parking Strategy for public consultation; OR
 - b. request changes to the draft Parking Strategy before it goes to Council for approval; **OR**
 - c. reject the draft Parking Strategy and ask officers to undertake further work.

12. Officers recommend that the Committee recommend to Council that it approve the draft Parking Strategy for public consultation.

Next steps

Engagement on the draft Strategy

- 13. Following consideration and feedback from the Committee and approval from Council, officers will undertake a two-week period of public consultation on the draft Parking Strategy from 3-15 October 2024. A draft notification of this consultation for Have Your Say is attached as Attachment 2 to the report.
- Following public consultation, the draft Parking Strategy will be revised, and a final Parking Strategy will be considered by the Committee on 19 November 2024, before being recommended to Council on 10 December 2024.

Climate Change Impact and Considerations

15. Council's approach to parking management can impact the level of vehicle emissions in Te Awa Kairangi ki Tai Lower Hutt. The draft Parking Strategy aims to make the best use of existing parking space rather than increase its supply and to use parking management to encourage a shift to more sustainable transport modes.

Consultation

- 16. The draft Parking Strategy has been reviewed by an external transport consultancy (Abley) and transport planners from Wellington and Hamilton City Councils.
- 17. Officers have held early engagement meetings with key community stakeholder groups to discuss the draft Parking Strategy to get their feedback.
- 18. Public consultation on the draft Parking Strategy will run from 3 to 15 October 2024.

Legal Considerations

- 19. Council's authority to make changes to parking management is enabled through the Hutt City Council Bylaw 2018. Any changes need to be in accordance with land transport rule Traffic Control Devices Rule 2024, which sets out the functions and responsibilities of local authorities in their decisions on the control of traffic.
- 20. All Council-provided parking is subject to compliance with the operative District Plan.

Financial Considerations

21. The financial implications of implementing Parking Management Plans will be considered during the development of these plans.

Appendices

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Author: Maarten Quivooy Strategy Advisor

Reviewed By: Richard Hardie Head of Strategy and Policy

Reviewed By: Paul Hewitt Head of Transport

Approved By: Jarred Griffiths Director Strategy and Engagement



Attachment 1:

Te Awa Kairangi ki Tai Lower Hutt – Draft Parking Strategy

Business unit	Strategy and Policy
Date created	June 2024
Date effective	Month Year - TBC
Next review date	TBC
Review period	Three years
Owner	Head of Strategy and Policy
Approved by	ТВС
Implementation	Transport group
Monitoring/evaluation	Strategy and Policy, Transport

Version	Author	Date	Description
V 1.0	Maarten Quivooy	June 2024	Insert brief description here
V 2.0	Name	Month Year	Insert brief description here



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Purpose & Scope

This strategy outlines Council's approach to managing the parking that it provides in Te Awa Kairangi ki Tai Lower Hutt. It sets out the strategic framework to inform and drive the development of parking management plans which will propose changes to parking management to address specific parking issues, challenges or opportunities.

The strategy applies to:

- All Council-provided public parking places, including on-street and offstreet parking;
- All types of Council-provided parking places including parking for cars, motorcycles, servicing and loading spaces, and mobility parking spaces; and
- CBD and suburban shopping areas, and residential areas.

Bicycles and micro-mobility devices have not been included in this strategy as parking for them is generally provided for in off-street spaces (i.e. on footpaths).

Privately owned car parking is a significant contributor to parking in Te Awa Kairangi ki Tai Lower Hutt. Parking management plans will take into account the availability and pricing of privately owned car parking. This includes the impact of privately owned car parking on public parking, and not undermining the viability of privately owned car parking.

The strategy does not apply to:

- Privately owned off-street car parking;
- Any parking outside the city boundaries; and issues of parking used for freedom camping or homelessness.

Council's authority to make changes to parking management is enabled through the Hutt City Council Traffic Bylaw 2018. Any changes need to be in accordance with Land Transport Rule Traffic Control Devices Rule 2004, which sets out the functions and responsibilities of local authorities in their decisions on the control of traffic. All Council provided public parking is subject to compliance with the operative District Plan.

Where does this strategy fit?

This strategy aligns with the National Parking Management Guidance (2021) issued by Waka Kotahi NZ Transport Agency which requires parking strategies developed by local councils to be informed by key national inputs including:

- The Government Policy Statement on Land Transport;
- The national Policy Statement on Urban Development;
- The Zero Carbon Act; and
- Keeping Cities Moving.

This strategy has taken into account Council and regional plans that guide the transport system in Te Awa Kairangi ki Tai Lower Hutt, including:

- Integrated Transport Strategy (2022) sets out the priorities for integrated transport in Hutt City including measures focused on kerbside parking management and road space reallocation;
- The Interim Carbon Reduction and Climate Resilience Plan for Hutt City Council (2021-2031) – this plan aims to reduce corporate emissions within Council, reduce the City's greenhouse gas emissions, and support climate resilience by encouraging mode shift and improving micromobility and cycling infrastructure;
- Our Race Against Time (Lower Hutt Climate Action Pathway, 2022) this plan aims to reduce Council's climate impact by increasing electric vehicle charging, by working with Metlink to improve the public transport system, and by supporting mode shift;
- **Regional Emissions Reduction Plan (2024–2030)** part of this plan focuses on transport and urban form, and the ways the region, including Hutt City, can improve sustainability and become a healthier and betterconnected community; and
- The Wellington Region Land Transport Plan (2021) this plan outlines 10– 30 year targets for improving infrastructure, access, resilience and health outcomes, and reducing carbon emissions.

What is a parking strategy & why do we need one?

A parking strategy provides the framework for Council to make consistent and transparent decisions about parking management. It establishes the objectives that Council wants parking management to achieve and provides guidance to help ensure balanced decisions are made about the competing demands for parking space on our streets.

This parking strategy addresses the significant challenges we face in Te Awa Kairangi ki Tai Lower Hutt which are putting increasing pressure on our limited parking capacity, including:

• Our growing population means increased parking demand

The population of Te Awa Kairangi ki Tai Lower Hutt has grown considerably, increasing from 107,500 in 2017 and is expected to reach 137,000 in 2043. This means we need to make better use of our limited road space, moves more people using fewer vehicles, and encourages more people to use public transport, walk or cycle.

• The impacts of increasing housing density

Our population growth has coincided with a rapid increase in infill housing and housing density. The National Policy Statement on Urban Development (2020) has removed off-street parking requirements for new housing developments, increasing the demand for on-street parking.

• Parking supply is decreasing

Hutt City will lose approximately 700 carparks in the central city as a result of the Te Wai Takamori o Te Awa Kairangi (RiverLink) Project, with the planned reduction of size in the riverbank carpark, construction of the new Melling interchange and station, and city centre streetscaping.

Greater Wellington Regional Council has signalled that they intend to introduce charging for car parking at Park & Ride locations across the region. There are flow on implications for these locations if commuters move to park on local streets to avoid these charges.

• Access needs are not always met

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In the most recent resident satisfaction survey (2024) more than 80% of respondents who completed the survey were satisfied with the availability of parking. The remainder were dissatisfied with the availability of car parking in the city, and particularly with mobility parking.

• The need to address climate change

Council has a goal to have net zero carbon emissions by 2050. The availability and price of parking influences a person's decision to drive, cycle or use public transport. Parking management can contribute to reducing congestion and greenhouse gas emissions. It can also influence travel choices by setting road space priorities and the designations applied to that road space.

• The cost of providing parking falls on ratepayers

Most parking in Hutt City is currently free of charge. The construction cost of providing parking space, including land costs, has been estimated (by Wellington City Council) to be between \$14,000 and \$75,000. These costs are met by all ratepayers, including those who do not drive. Parking fees offset the cost of parking from ratepayers to parking users, allowing Council to reinvest in parking management services.

What is parking management and how do we manage parking?

Parking management is the package of measures designed to achieve the outcomes and objectives Council has set for its provision of public parking. It can include:

- limiting the space that is available for parking;
- restricting the time vehicles can use public parking spaces;
- allocating specific spaces for types of parking (e.g. mobility and loading zones); and
- requiring and setting the fees for use of public parking.

Te Awa Kairangi ki Tai Lower Hutt has a mix of unrestricted, paid and time-limited parking. In locations of high demand, such as schools and shopping areas, parking time limits and parking pricing encourage turnover in the use of parking spaces. Parking spaces are also designated to improve access for certain user groups or vehicles, such as mobility parking spaces, bus stops, pick up and drop of zones, and taxi ranks. Time-restricted parking can optimise the use of parking space, but can also become poorly aligned with the needs of nearby activities. This means that parking restrictions need to be area and purpose specific.

Research indicates paid parking can increase the parking turnover rate and enables more cars to use the car parking spaces and reduce the time drivers spend looking for parking space. Paid parking can also have environmental benefits by encouraging the use of alternative modes of transport.

Underpriced and long-term parking can create congestion and unnecessary emissions. Overpriced and underoccupied parking can result in empty car parks with retailers losing customers, and a loss of revenue that could be put back into improving parking management.

To avoid these problems, councils adjust their parking pricing by location and time of day. The process of adjusting prices based on occupancy has been called demand-responsive pricing.

What are Parking Management Plans (PMPs)?

Parking Management Plans (PMPs) give effect to the Parking Strategy by addressing specific parking issues in a defined location in the city and recommending how these issues should be managed.

PMPs will be informed by data collection and analysis, and will be subject to consultation with affected communities or neighbourhoods prior to being considered and approved by Council.

The technical detail to be found in a PMP can include:

- a map of the defined area;
- data and information on current parking patterns;
- a detailed description of changing parking needs, parking issues and opportunities;
- a review of previous parking management decisions (Transport Resolutions):
- relevant context, including changes to land use, growth and any policy or strategy considerations;
- proposals for parking management changes (e.g. parking designations, parking restrictions, or parking charges;
- an implementation plan; and
- recommendations.

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PMPs provide for increased accountability by ensuring parking management changes are evidence based, have been clearly signaled and consulted on, are formally approved, and then monitored for effectiveness.

What we want parking management to achieve

Parking management is a critical component of creating a sustainable transport system in Te Awa Kairangi ki Tai Lower Hutt. It does this by moving away from a demand-based approach, to providing the right amount of parking, in the right place, at the right time, at the right price.

Parking management should enable people to visit recreational, commercial and civic facilities by helping to make sure they can find a place to park. Parking management approaches that aim for 85% occupancy generally enable sufficient availability for people to use and enjoy their city centres and increase the level of activity in them.

Outcome:

The overarching outcome that Council has set for parking management is:

Parking management supports Te Awa Kairangi ki Tai Lower Hutt

to be a vibrant and well-functioning city where everyone thrives.

Objectives:

To deliver this outcome Council has articulated the following objectives that it wants the parking strategy and PMPs to achieve:

- **Make best use of existing parking space** making the best use of existing parking space and not increasing the supply of parking;
- **Ensure inclusive access** prioritising parking and street space to enable people of all ages and abilities to access community and council facilities;

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- **Be good for business** making parking more accessible at times when it is needed for businesses and their customers;
- Encourage mode shift helping to tackle climate change by using parking management to encourage a shift to more sustainable alternative modes of transport;
- Support social wellbeing ensuring parking management supports opportunities for wider social engagement across Te Awa Kairangi ki Tai Lower Hutt;
- Use parking space efficiently optimising the use of Council's parking as a community owned resource will deliver value for the community; and
- **Parking costs are shared equitably** the cost of providing parking is shared more equitably between ratepayers and the users of parking spaces.
- parking management delivers a high-quality user experience parking users understand how parking management works and can experience a positive engagement with the parking system;
- parking management supports quality urban design and city-wide transport outcomes – the allocation of parking space supports high quality urban design and parking management supports the wider city transport network.

Principles:

There will be situations in which these objectives are in tension. The principles below are intended to help inform any trade-offs that may need to be made.

- public safety allocation of street space for parking and parking management should maximise public safety;
- prioritise parking for those with greatest need parking enables those with mobility or access needs to move around the city easily and safely;
- parking management decisions are evidence based proposals for changes to parking management must be evidence based;
- **parking pricing responds to demand** parking pricing responds to the demand for parking and the convenience of parking;

Where PMPs make recommendations for change in parking management they will be expected to clearly indicate which objectives these changes are intended to achieve, and which principles have been considered in making any trade-offs between those objectives.

How we will make decisions about parking in Te Awa Kairangi ki Tai Lower Hutt

Priorities for our street space

Streets in Te Awa Kairangi ki Tai Lower Hutt provide three main functions:

- movement space allocated for the safe movement of people and vehicles (including emergency management vehicles), such as: footpaths, cycle lanes, traffic lanes, driveways, and no stopping areas;
- **place** space allocated for urban design, amenities and commerce, e.g. housing areas, sports fields, shopping areas, markets and events; and
- **parking** space allocated for stationary vehicles, e.g. on-street parking, bus stops, and mobility parking.

Many streets support all three functions, while some only provide for one or two. For example, expressways only support movement, while a shared space may only provide place and movement. The function of a street can also change depending on time or day. Some streets only permit on-street parking at certain times of the day, while others, like Jackson Street in Petone, can be transformed into a street-market on occasion.

We will assess street space priorities in accordance with the principles of the National Parking Management Guidance which prioritise safety, then property access, then footpaths and then public transport and cycling, over the provision of vehicle parking.

Balancing parking demands in residential and non-residential areas

Where street space is not required to provide for movement or place, car parking can be provided where it is safe to do so. The tables below set out the high, medium and low priority parking space priorities for parking in commercial areas (table 1) and residential areas (table 2).

Parking space priorities – commercial areas		
Priority	Parking Designation	Characteristics
High	Bus facilities	On-street and off-street bays to provide bus stops, super stops and interchange facilities to provide access to bus services
	Mobility parking	On-street parking bays suitable for people with disabilities
	Loading zones and taxi ranks	In areas of high demand or where private off- street loading bays are not available
	Rapid transactions (P10)	Typically, 10-minute parking to drop off or pick up people or goods at key locations (e.g. dairy, post office)
	EV charging spaces	On-street parking bays in convenient locations to support the transition to low carbon vehicles including all types of sustainable vehicle parking requirements
Medium	Customer parking	Short-medium-term parking for customers to access businesses and retail activities
	Car share spaces	Where scheme membership and demand justify the allocation of parking spaces
	Resident parking	Parking areas for residents
Low	Commuter parking	Parking areas for commuters

Table 1: Parking space priorities - non-residential areas

Parking space priorities – residential areas			
Priority	Parking Designation	Characteristics	
High	Bus stops	On-street bays to provide access to bus services	
	Mobility parking	On-street parking bays suitable for people with disabilities	
	Rapid transactions (P10)	Typically, 10-minute parking bays suitable for people with disabilities	
Medium		Where scheme membership and demand justify the allocation of parking space	
	Resident parking	Permit schemes may be considered for eligible properties in areas that qualify and experience high parking demand	
Low	Commuter	Commuters should have the lowest priority as all-day parking demands can undermine residential access	

Table 2: Parking space priorities in residential areas

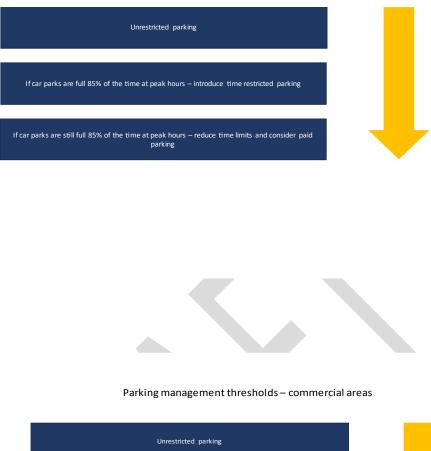
Parking in industrial and recreational areas

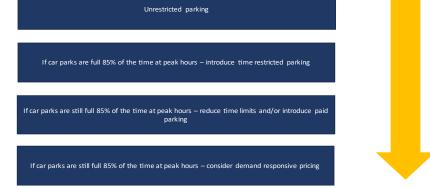
Parking space priorities in industrial and recreational areas will be informed by the commercial and residential parking space priorities above. More importantly however, they will reflect analysis of data about the demand for parking in specific industrial or recreational areas such as the Seaview and Walter Nash areas.

Parking management thresholds

Parking will be managed in line with parking management thresholds based on occupancy data. Parking will be managed by levers such as time or price. Changes to time restrictions or fees to manage parking will be decided based on meeting or exceeding the occupancy thresholds outlined in the following flow charts: [Example graphics only]

Parking management thresholds - residential areas





The thresholds for residential parking will not be limited by the time of day.

Collecting and using parking data

Information about parking demand is critical when making decisions about parking. Parking data is essential for measuring the effectiveness of parking interventions. Understanding where, when, and how long vehicles are parked in certain places will help the Council decide if changes are needed. Frequent monitoring of parking demand, especially in busy areas, will enable Council to determine whether the current parking tools are adequate or require further intervention.

Long-term data trends can highlight seasonal changes or demonstrate the influence of changes on the transport network and transport choices. The table below sets the key parking indicators which will inform changes to parking management settings:

Indicator	Description
Occupancy rates	The percentage of all parking spaces in use, by time of day and type of restriction
Paid parking use	The number of people that pay for parking, by time of day and length of stay
Duration of stay	The distribution of how long people stay parked for
Offending	The number of vehicles that are repeatedly ticketed for not paying, or for overstaying time restrictions
Repeat offenders	The number of vehicles that are repeatedly ticketed for not paying, or for overstaying time restrictions
Revenue	Data on the net and gross revenue generated from parking related activities
Payment methods	Classification of how people choose to pay for parking

Parking data will be collected by the Council and managed by the Transport Group. The Transport Group will analyse parking data to inform the development of parking management plans. The costs of collecting parking data will be met from the revenue generated by paid parking.

The Parking Management Toolbox

There are several tools in the parking management toolbox. The purpose of these tools is to provide a framework and options to deal with parking challenges across the city.

Designated Parking

Designated parking spaces are for a specific user group or vehicle (e.g. mobility parking, bus stop, loading zone). There are opportunities to use these parking spaces more efficiently by allowing shared use of the space (using appropriate signage) based on times of the day or week. For example, loading zones are useful for businesses during the day but can be designated as pick up zones or taxi ranks in the evening.

Time Restrictions

Time restrictions are commonly used to manage parking in busy areas such as town centres, sports facilities, local shopping areas and schools. Time restrictions can also encourage people to use other modes of transport, reduce congestion and carbon emissions by reducing the number of drivers cruising for free parking.

A variety of time restrictions are currently used in Te Awa Kairangi ki Tai Lower Hutt (e.g. P5, P10, P30, P60, P120) These tend to align with the need for turnover in commercial or residential areas. Most time restrictions only apply during the day on weekdays. Some restrictions, such as P5 or P10 parking spaces, are applicable at all times. The hours that time restrictions apply depends on the location and purpose of the parking space, and may need to be reviewed, if there are changes in demand.

Peak parking occupancy commonly guides decisions to change time restrictions and paid parking. An 85% occupancy is a target threshold used by most councils, and is adopted in this strategy. 85% occupancy means that at any point in time around one in seven car parking spaces will be available. Higher occupancy levels results in drivers circling looking for parking, while a lower occupancy levels will result in empty parking spaces.

In residential areas with high parking demand generated by residents themselves, time restrictions should only be used sparingly as they provide little benefit but can lead to residents having to frequently move their vehicles.

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Time restriction	Application
Rapid transaction (up to 10 minutes)	Designated parking spaces to provide convenient access for short trips and to drop off or pick up people or goods
	Generally located adjacent to businesses with high demand for rapid transactions (e.g. dairies and takeaway food)
	Frequently used outside community facilities (e.g. pools and libraries) to allow for picking up and dropping off
	Where possible, P5 or P10 parking spaces should not be used adjacent to cycle lanes in order to avoid potential accidents
Short term (up to 30 or 60 minutes)	On key streets in busy commercial areas where high turnover is needed but paid parking is not currently in use
	In neighbourhood activity centres and at community facilities where high turnover is needed
Medium term (up	Fringe areas of commercial zones and industrial areas
to 2 , 3 or 4 hours)	Off-street carparks
Long term (longer	Areas impacted by long term or overnight parking
than 4 hours)	Off street carparks

Paid Parking

Time restricted parking has limitations. The way people spend time in our city's commercial centres is changing, as people look to spend more time enjoying a variety of retail, hospitality and leisure activities, rather than simply making a single stop at a retail business. Time restrictions that support quick turnover may lack the flexibility modern businesses and customers require, by reducing the time and money people spend in an area.

Paid parking is best used where time restrictions are no longer effective in managing demand or where reducing time restrictions further no longer aligns with the customer and business needs. Paid parking encourages people to use

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alternative modes of transport and ensures road space is valued and used efficiently. The revenue generated by paid parking can help offset the costs of providing parking and parking management.

Graduated and demand-responsive pricing

In areas with paid parking, time restrictions could be replaced with graduated or demand-responsive pricing to manage turnover and provide greater flexibility. Graduated and demand-responsive pricing encourages drivers to think about the price of parking as an integral element of their travel costs. Internationally, many cities are moving to implement graduated or demand responsive pricing, which allow people to pay to stay for as long as they need. This approach discourages long-term and commuter parking in the city and creates enhanced commercial activity in retail and other business areas.

Auckland's graduated parking pricing structure (as at January 2022)		
Time and day	Zone 1 – Central City	Zone 2 – Outer zone
Mon – Fri (8am to 6pm)	\$5/hour for first 2 hours	\$3.50/hour for first 2 hours
	\$10/hour thereafter	\$7/hour thereafter
Mon Fri (6pm to 10pm)	\$2.50/hour for the first 2 hours	
	\$5/hour thereafter	
Sat, Sun and public holidays 8am to	\$2.50/hour for the first 2 hours	
10pm	\$5/hour thereafter	
Sat (8am to 6pm)		\$1.50/hour for first 2 hours
		\$3/hour thereafter

The table below provides an example of the graduated pricing introduced in Auckland in 2022.

Long/short-term fee differentials

Charging different fees for short versus long-term parking can change turnover rate and user mix. Higher fees for long-term parking can help discourage

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commuter parking and make more spaces available for shoppers and shortterm users. This can also encourage car-pooling and mode switching without hindering commercial activity.

Permits

Council provides parking permits to specific users or vehicles where other parking arrangements are unsuitable. Most permits incur a fee and generally provide exemptions to time restrictions and/or payment. At present, Council provides Mobility Parking Permits, a limited number of Resident Parking Permits, and Permits for volunteers of specific organisations (e.g. Citizens Advice Bureau and Foodbanks).

Potential future categories of parking permits could include:

- Critical Service Permits: for essential and emergency service workers;
- Trade/Contractor Permits: to allow temporary access for tradespeople;
- Carpool/Car Share Permits: to allow permit holders access to dedicated carpool parking spaces with reduced parking fees; and
- Authorised Vehicle Permits: that provide exemptions in other situations, such as for events or filming, that are not covered by typical permits.

It is anticipated that unless there are exceptional circumstances, new categories of parking permits will only be introduced through PMPs.

Enforcement

Enforcement is critical to effective parking management. Council's parking management staff enforce compliance with parking restrictions and payment requirements, illegal parking, as well as checking for valid warrants of fitness and vehicle registration.

Communities can have a complex relationship with parking enforcement. Too much enforcement can appear unfair and deter people from visiting an area, whereas too little means people disregard parking restrictions such as mobility parks, and it can also becomes harder for people to find a parking space.

Council's parking management staff exercise discretion in their enforcement role. This may take the form of targeting areas with known high levels of parking infringement, or alternatively not issuing infringement notices where the parking infringement was accidental or inadvertent. Parking management changes proposed in PMPs, such as expanding the areas of paid and time-restricted parking, may require additional enforcement resources or investment in enforcement technology.

The efficiency of parking enforcement can be substantially improved by using technology such as licence plate recognition (LPR) camera enforcement. LPR enforcement can cover a greater area than wardens on foot and allow council to be more responsive to requests for enforcement.

Paying for parking

Council receives income from parking infringements for overstaying time or paid parking restrictions, illegal parking and for expired WOF or registration permits. Council also incurs costs to deliver parking services such as wages for enforcement staff, parking meter maintenance, infringement equipment, IT support costs, and legal costs. In the 2023/24 financial year net parking revenue was approximately \$283,000 month, while the net costs of parking management were \$130,000.

Business perceptions of paid parking can be improved by reinvesting parking revenue into services and facilities that benefit a commercial centre, such as urban design and amenity, public transport improvements, economic development initiatives or events.

Cash payment for parking creates costs for Council, in terms of having to pay for cash collection services, as well as increased risks of vandalism and theft. Pay by plate parking meters link vehicle registration to payment. Customers using the related parking app can choose to only pay for the time they use and increase their parking time remotely.

Existing methods of payment for parking include cash, EFTPOS and the PayMyPark mobile app, with fees applying for payment by credit card and the PayMyPark mobile app. There may be opportunities to remove or reduce app or credit card fees, along with linking parking payments to a public transport smartcard as part of an integrated transport payment system.

Digital parking communication systems

Digital parking systems can communicate information on parking space availability, using real-time data on electronic directional signage, mobile apps, and websites. Real-time information on parking can help reduce congestion by decreasing the number of drivers searching for available parking. Future technology may enable the number of available spaces in an area to be determined by sensors, access to be regulated via an automated barrier arm or geofencing parking (with a pre-paid tracking device), as well as enabling payments for specific areas.

Electronic permits

Electronic permits are linked to a vehicle's registration number, eliminating the ability for permits to be shared. They also provide customers with more convenience as they can be applied for, issued, changed and cancelled online.

Parking Management Plans will be used to make changes to parking management

Parking Management Plans (PMPs) will make proposals for how parking in specified areas should be managed. PMPs generally include an overview of the amount and types of parking in an area and data on parking demands and trends. They outline the current transport networks and land use, as well as any future changes that could influence parking demand or supply. Based on this information, PMPs identify short, medium and long-term recommendations for improving how parking is managed.

PMPs will be developed where there is evidence to demonstrate a parking issue in the area or where there is demand for intervention from the local community. All PMPs will be developed in consultation with interested parties – e.g. local retailers, residents, and the local community.

Parking management plans will be data driven. Collection and analysis of data about parking patterns and the demand for parking, will inform the need for the development of a PMP, and any proposals for changes to parking management in the area covered by the PMP.

A PMP could be developed where:

• parking occupancy levels in commercial areas regularly exceed 85% at the busiest times of the day, or where parking occupancy levels are significantly lower than the 85% target occupancy

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- there are significantly reduced levels of off-street or on-site parking provision due, for example, to housing intensification or changing land use by a service provision agency such as the hospital
- there are safety and/or access issues, for example, emergency services, roading upgrades, kerbside changes, improved bus services, or road design changes that require council to make changes to parking
- parking management could encourage mode shift.

PMPs will address parking in a defined geographical area and should be developed when most parking spaces, or more than 25% of parking spaces within a 200 metres radius are considered to be affected, or where changes impact on existing parking management nearby. Local consultation with nearby residents and businesses will then be undertaken as part of the PMP process.

Initially, PMPs will be developed to address parking issues or challenges in specific areas of the Te Awa Kairangi ki Tai Lower Hutt. For example, a parking management plan will be required for the anticipated reduction of public parking resulting from the Riverlink Project.

When will a Parking Management Plan not be required?

A PMP will not be required for small scale parking management changes that affect only a few parking spaces, or to address an isolated or discrete parking management problem such as:

- Where a parking restriction is needed for access or safety reasons
- a parking issue at a particular school
- where local businesses ask for the introduction of a time limited park near their businesses.

The process for making small scale changes to parking management where a PMP is not required will follow the existing Transport Resolution process. Council's Transport Group will identify the issue and options for addressing it. Changes to parking management proposed by the Transport Group will reference the Parking Strategy objectives and principles, and will require formal approval by Council.

Who will make it happen?

The Parking Strategy provides Council and the community with a clear direction and framework for managing parking in Te Awa Kairangi ki Tai Lower Hutt, through the development of area-specific PMPs. Implementation of the Parking Strategy and development of PMPs will be overseen by the head of the Transport Group at Hutt City Council. The Transport Group is responsible for the management and analysis of parking data collected by Council staff. The Transport Group will coordinate the collection of parking data, the creation of maps of car parking in Te Awa Kairangi ki Tai Lower Hutt, and the implementation of parking surveys. Their plans for this work will be set out in the Council's Integrated Transport Strategy. Council's commitment to the collection and analysis of parking data may also be referenced in future Long-Term Plans.

PMPs will be developed as and when they are required to address substantive parking management issues. PMPs will be subject to consultation with affected communities prior to being presented to Council for approval. PMPs will be developed with full regard to this Parking Strategy and will reference the Parking Strategy in support of any proposed changes to parking management. PMPs will be formally approved by Council.

The Regulatory Services group at Hutt City Council will enforce any parking management changes in a PMP and approved by Council.

Council performance against the Parking Strategy and PMPs will be monitored by the relevant Council committee. The Parking Strategy will be reviewed every three years, in response to any emerging issues, at the request of Council, or in response to changed legislative or statutory requirements.

Appendices

Term	Definition
Commercial area	An area which is primarily used for retail premises, office buildings, suburban shopping centres, and includes the central city.
Demand-responsive parking	Parking prices that are adjusted to respond to the demand for parking in parking areas (e.g. central city or commercial hubs such as Petone).
Industrial Zone	An area where the primary activity is of an industrial nature, including activities such as production and manufacturing, service and hiring of goods, extraction of natural resources, and the storage of goods, as outlined in the District Plan
Loading zone	Short-term parking spaces that allow businesses to load or unload goods. Loading zones serve an important function by facilitating the delivery of goods to centres, commercial areas, and industrial areas.
Mobility parking space	Parking spaces marked by a disability symbol. You must display a mobility permit to use mobility parking spaces.
Micro-mobility device	Small, lightweight vehicles (such as bicycles and scooters). That can be powered or unpowered transport device.
On-street parking	Parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Appendix 1: Glossary

Off-street parking	Parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.	
Parking fees	Fees required for the use of any parking place for any identified length of time. These fees will be managed through Parking Management Plans that are approved by Council.	
Parking Management Plan	A parking management plan (PMP) is a location- specific plan that outlines parking management interventions for a centre, a neighbourhood, a particular land use (such as residential) or an area that is influenced by a land use (e.g. commercial parking spill over to a residential area). PMPs will be developed in reference to the Parking Strategy and will be approved by Council.	
Parking space	Means a place (including a building) where vehicles, or any class of vehicles, may stop, stand, park.	
Parking permit	Means a ticket obtained in the manner prescribed by the bylaw, allowing a vehicle to use a space in a pay and display area for the authorised period designated on the ticket.	
Residential area	An area which is primarily used by people for accommodation and living purposes, as outlined in the District Plan	
Taxi stand	A taxi stand is a queue area on a street where taxicabs line up to wait for passengers.	
Note: similar terms may be used in other Council plans, strategies and policies, but their definitions should not be applied in this context.		

Attachment 2: Parking Strategy consultation plan

Approach to public consultation:

- Web based public consultation over 2 weeks from 3-15 October 2024
- The draft Parking Strategy will be posted to the web as a PFS paper on 10 Sept
- The public consultation will ask questions about key elements of the parking strategy

Explanatory material for public consultation [based on Queenstown approach]

Managing parking better in Te Awa Kairangi ki Tai Lower Hutt

Parking management plays a key role in making it easy to get around our city by foot, bike, car or public transport. Car parking on our city streets puts pressure on our limited and valuable road space. With our population growing and housing intensifying, there is increasing pressure on parking in Te Awa Kairangi ki Tai Lower Hutt.

The need for better parking management is driven by:

- Population growth
- Increasing housing density
- Reduced off-street parking
- The need to reduce car dependency and city congestion
- Addressing climate change
- $\circ \quad \text{The need to improve mobility access} \\$

We are replacing our 2017 Parking Policy with a Parking Strategy. The Parking Strategy will provide a foundation and framework for the future development of Parking Management Plans. Parking Management Plans will assess parking management issues and challenges in local areas, and then make recommendations on the best way to address these.

The draft Parking Strategy provides a framework which aims to provide the right amount of parking, in the right place, at the right time and at the right price. Parking Management Plans will set out evidence-based proposals for changes to parking management in local areas for consultation with affected communities.

Objectives:

The draft Parking Strategy sets out nine objectives for parking management in Te Awa Kairangi ki Tai Lower Hutt:

- *Make best use of existing parking space* making the best use of existing parking space and not increasing the supply of parking;
- **Ensure inclusive access** prioritising parking and street space to enable people of all ages and abilities to access community and council facilities;
- **Be good for business** making parking more accessible at times when it is needed for businesses and their customers;
- **Encourage mode shift** helping to tackle climate change by using parking management to encourage a shift to more sustainable alternative modes of transport;

- **Support social wellbeing** ensuring parking management supports opportunities for wider social engagement across Te Awa Kairangi ki Tai Lower Hutt;
- Use parking space efficiently optimising the use of Council's parking as a community owned resource will deliver value for the community; and
- **Parking costs are shared equitably** the cost of providing parking is shared more equitably between ratepayers and the users of parking spaces.
- **parking management delivers a high-quality user experience** parking users understand how parking management works and can experience a positive engagement with the parking system;
- parking management supports quality urban design and city-wide transport outcomes the allocation of parking space supports high quality urban design and parking management supports the wider city transport network.

Principles:

There will be situations in which these objectives are in tension. The principles below are intended to help inform any trade-offs that may need to be made.

- public safety allocation of street space for parking and parking management should maximise public safety;
- *prioritise parking for those with greatest need* parking enables those with mobility or access needs to move around the city easily and safely;
- *parking management decisions are evidence based* proposals for changes to parking management must be evidence based;
- *parking pricing responds to demand* parking pricing responds to the demand for parking and the convenience of parking;

Have your say – consultation questions

Your views on how we can better manage parking are important to us.

[Survey questions using a 5 point scale for each question]

Do you agree that the increasing pressure on parking in Lower Hutt means that we need to take a different approach to parking management?

Do you support the objectives we are proposing for parking management?

Do you support the principles we are proposing for parking management?

Do you support the approach of developing parking management plans to address parking issues in Hutt City?

Frequently asked questions

[Under development]

HUTT CITY TE AWA KAIRANGI Committee

132

15 August 2024

Report no: PFSC2024/4/251

Resident Satisfaction Survey 2024: summary report and Insights

Purpose of Report

1. The purpose of this report is to provide the Policy, Finance and Strategy Committee (the Committee) with the full results and high-level analysis of the 2024 Resident Satisfaction Survey.

Recommendations

That the Committee:

- (1) notes that the 2024 Resident Satisfaction Survey took place from 12 February to 15 March 2024;
- (2) notes the results of the Resident Satisfaction Survey at Appendix 1; and
- (3) agrees to proactively release the survey results along with a press release, which gives examples of how residents' views have historically been factored into decision making.

For the reason that the Committee is responsible for receiving the results of the Residents Satisfaction Survey.

Background

- 2. The Resident Satisfaction Survey (RSS) is an annual survey undertaken by the Research & Evaluation team in collaboration with other teams across council.
- 3. The RSS is a key mechanism by which Council measures community outcomes. The results indicate how Council performs from a resident perspective. 21 questions in the survey relate to non-financial KPIs in our Long-Term Plan.
- 4. The 2024 RSS took place from 12 February to 15 March 2024. The summary report is attached at **Appendix 1**.
- 5. On 7 August 2024 officers briefed elected members on the high-level RSS results.

Discussion

Demographic representation

- 6. Our engagement approach was designed to capture a representative crosssection of our communities.
- 7. A record total of 1,912 valid survey responses were used in the final survey analysis (compared to 1,719 in 2023, and 940 in 2022). This allows a margin of error of plus or minus 2% at the 95% confidence interval.
- 8. The increase in our survey response rate reflects the ongoing effort to improve our engagement methods and to achieve the following objectives:
 - a. improve survey participation from Māori and young people aged between 16-24; and
 - b. improve participation from residents in the Northern and Wainuiomata wards.
- 9. Steps taken to meet these strategic objectives include:
 - a. targeted public engagement at community events (including at 'Christmas in the Nui' and at Te Rā o te Raukura, Te Whiti Park on 27 January 2024);
 - b. leveraging existing community stakeholder relationships to promote the survey with key demographics (e.g. Mana Whenua, Vibe, Ignite and Youth Inspire);
 - c. promotion of the survey in hubs and libraries and on social media;
 - d. targeted survey invitations to 7,000 residents in Taita, Wainuiomata and residents on the Māori electoral roll; and
 - e. incentives to participate by giving residents the chance to win one of five 12-month gym and pool passes for use at council facilities if they complete the survey.
- 10. **Appendix 1** attached to the report provides a breakdown of the survey response sample's demographic representation. In summary:
 - a. the RSS response sample closely reflects Lower Hutt's population distribution by ward as per the 2018 Census (final data from Census 2023 is not yet available);
 - b. the Northern Ward continues to be marginally underrepresented owing to low representation from residents in Taita;
 - c. 16–24-year-olds again proved to be a difficult demographic to engage, with this age group representing the same proportion of the overall survey sample as 2023 (2%);
 - d. an increase in representation amongst residents aged 25-34 (13% in 2024 compared to 11% in 2023) and aged 35-44 (21% in 2024 compared to 16% in 2023);

- e. as a proportion of the overall population sample, residents aged 35-44 have, for the first time, become the most highly represented age group in the survey (previously, residents aged 55-64 were the most represented age segment);
- f. the survey engagement plan was also successful in achieving greater diversity across all ethnic groups, including a rise in Māori survey participants from 8% in 2023 to 15% in 2024;
- g. residents who live in households that earn upwards of \$150,000 continue to be overrepresented in the survey sample and residents who live in households that earn \$70,000 and under are underrepresented;
- h. the low proportion of renters & boarders compared to homeowners who responded in the survey (14% renters & boarders vs 84% homeowners) is a similar split to that achieved in 2023;
- i. survey representation by gender in the RSS is the same as in 2023 (58% female to 38% male); and
- j. for the second year in a row, Stokes Valley is the most represented suburb at 8% of the survey sample.

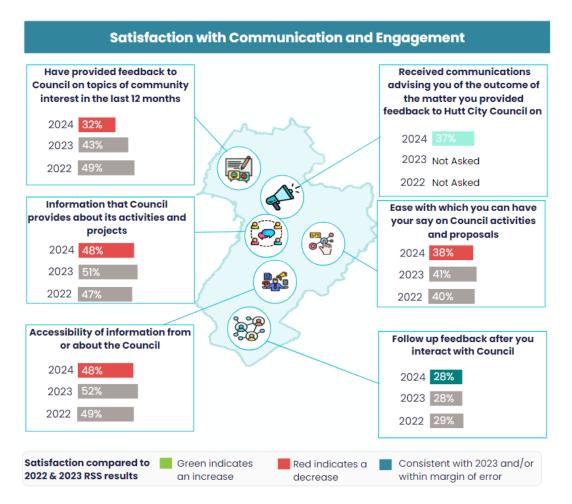
Survey results

How to interpret the results

- 11. Resident satisfaction is subjective and can be influenced by a range of factors outside of council's control (e.g., media framing of topical political issues). Survey results should therefore not be understood as an objective measure of council performance. Rather, they are indicative of residents' varying degrees of understanding of council activities, which can be influenced by a combination of direct personal experience, bias, and publicly available information.
- 12. Meaningful insights are therefore best obtained by a combination of:
 - a. identifying survey trends by comparing survey results between years;
 - b. identifying demographic groups that exist as clear outliers in survey results (ie groups with notably lower or higher levels of satisfaction than the total average); and
 - c. analysis of written comments.
- 13. The summary survey report is provided in **Attachment 1** to the report. Below is an overview of key insights and recommendations for action.

Council communications and engagement

14. Resident satisfaction with Council's communications and engagement has declined compared to the 2023 results across most questions (**see Figure 1**).



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Figure 1: Resident satisfaction with communications and engagement

- 15. Two questions in this section ('Accessibility of information from or about Council' and 'Ease in which you can have your say on Council activities and proposals') indicate how Council is tracking according to two KPIs:
 - a. resident satisfaction with access to decision making (target 80% satisfaction); and
 - b. residents feel they have enough information to participate in the democratic process (target 80% satisfaction).
- 16. Written comments indicate a perception that Council's provision of information to the public could be improved. This includes frustration with Council around a perceived lack of transparency and public communication about survey results.
- 17. Disabled residents and residents from the Northern and Wainuiomata wards report lower than average levels of satisfaction with how Council follows up with residents after they report an issue or provide feedback.

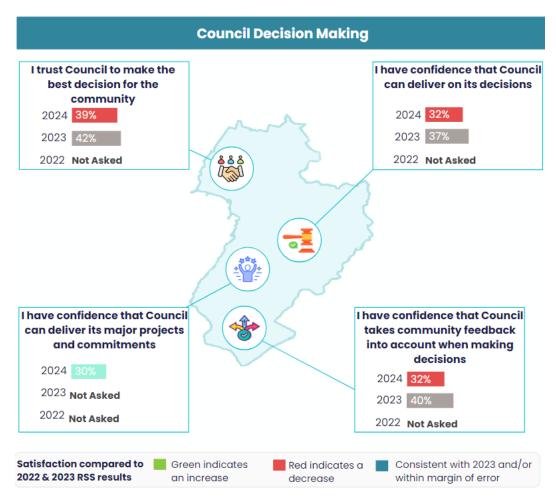
Council decision-making

18. Survey results indicate that resident satisfaction with Council decisionmaking has marginally declined since 2023 (**see Figure 2**).

10 September 2024

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Figure 2: Resident satisfaction with Council decision-making

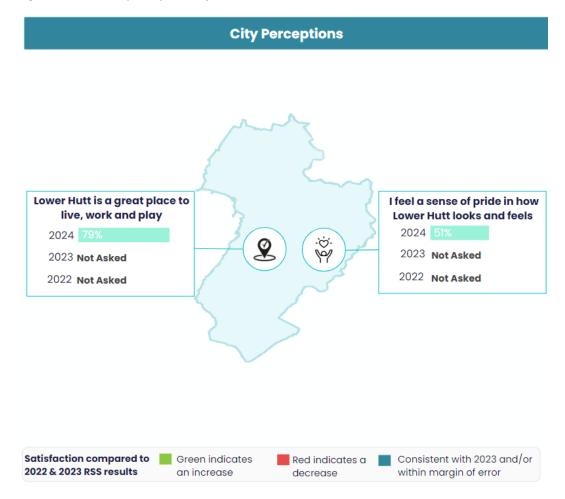


- 19. Written feedback on Council decision-making indicates a belief that Council often ignores public feedback (e.g. from surveys and submissions) and that Council typically invites community feedback without intending to act upon it.
- 20. Key demographic differences in the survey feedback indicate:
 - a. higher than average trust in Council to make the best decision for the community amongst Asian residents and residents aged 16-24;
 - b. lower than average levels of trust in Council making the best decisions for the community among residents in the Northern and Wainuiomata wards;
 - c. lower than average confidence that Council can deliver on its decisions among Northern, Wainuiomata and Western ward residents, and Māori;
 - d. lower than average confidence that Council takes community feedback into account when making decisions among Wainuiomata and Northern ward residents, and Māori;
 - e. lower than average confidence among Wainuiomata and Western ward residents, and disabled residents that Council can deliver on its major projects and commitments.

Perceptions of Lower Hutt as a city

21. In 2024, the RSS introduced questions on how residents perceive the city in which they live (**see Figure 3**).

Figure 3: Resident perceptions of Lower Hutt

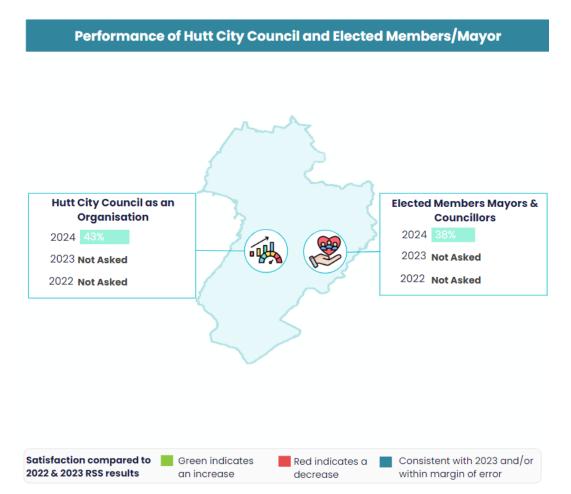


- 22. The results are similar to identical questions asked in Wellington City Council's 2024 Residents' Monitoring Survey, which saw comparative results of 73% and 50%.
- 23. Written survey feedback indicates that a range of positive and negative views contribute to these ratings. These include:
 - a. general resident satisfaction with quality of life in Lower Hutt and the city's natural surrounds; and
 - b. dissatisfaction with Council-maintained infrastructure, crime, traffic congestion, urban intensification, homelessness and the cost of living.
- 24. A demographic analysis of survey responses shows that residents aged 44 and under are generally more optimistic about Lower Hutt as a place to live than residents aged 45+. Residents in the Eastern ward are more optimistic about Lower Hutt as a place to live than residents from other parts of the city.

The performance of Hutt City Council and elected members

25. Following a request by elected members in 2023, the 2024 RSS asked new questions about residents' levels of satisfaction with Hutt City Council as an organisation and with the performance of elected members (see **Figure 4**).

Figure 4: Resident satisfaction with the performance of Hutt City Council and elected members



- 26. Written feedback on the topic of Council performance shows that Councilmaintained infrastructure, rates increases and concerns about the extent to which resident feedback is factored into decision-making are issues that negatively influence residents' views on the performance of Council as an organisation and of elected members.
- 27. A demographic analysis of responses indicates that:
 - a. residents aged 16-24 have higher than average levels of satisfaction with Hutt City Council as an organisation and with elected members, while residents aged 45-74 generally have lower than average levels of satisfaction; and
 - b. residents from the Central, Eastern and Harbour wards have higher than average levels of satisfaction with Hutt City Council as an organisation and with elected members, while residents in the Northern, Wainuiomata and Western wards have lower than average levels of satisfaction.

Council-maintained facilities

28. 2024 RSS results show that resident satisfaction with Council-maintained facilities remains high and exceed the KPI target of 80% for pools, libraries, sports grounds and museums (**see Figure 5**).

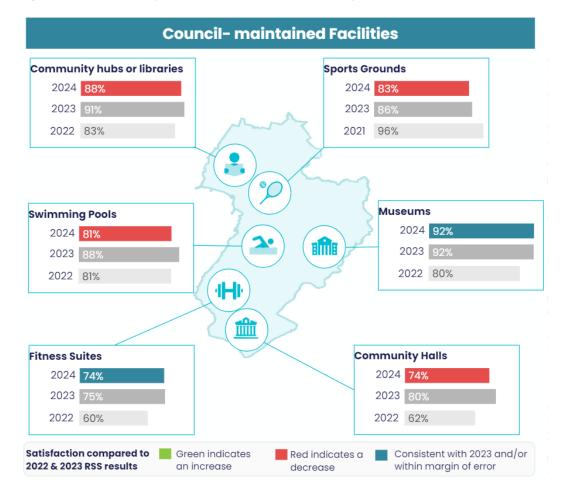


Figure 5: Resident satisfaction with Council-maintained facilities

- 29. Written survey responses reflect an overall high level of resident satisfaction with Council-maintained facilities. However, some residents raised maintenance, cleanliness and accessibility as issues (including a lack of parking and disabled access).
- 30. Demographic analysis of survey responses shows that:
 - a. residents aged 75+ and residents who reside in the Eastern ward are the most satisfied groups with our hubs and libraries and community halls;
 - b. residents aged 65-74 and residents in Wainuiomata are the most satisfied groups with our swimming pools;
 - c. for residents with a disability, satisfaction with swimming pools and fitness suites is significantly lower than average;
 - d. residents aged 45-54 and residents in households that earn more than \$150,000 per year are the most satisfied groups with our fitness suites; and

e. residents aged 16-24 and residents in the Central ward are the most satisfied groups with our sports grounds and museums.

Council-maintained spaces

31. Resident satisfaction with Council-maintained spaces remains high and is generally consistent with results from 2023 (**see Figure 6**). They also largely meet our KPI targets in this area of 80% resident satisfaction.

Council- maintained Spaces Parks, Gardens or Reserves 2024 83% Local Playgrounds 2023 85% 2024 81% 2022 77% 2023 82% 2022 71% Cemeteries/urupā LY/ 2024 84% <u>1</u> 2023 81% 2022 80% DÖ Grass Sports Grounds Astroturf Sports Grounds 2024 78% 2024 89% 2023 85 2023 893 2022 76% 2022 74% Satisfaction compared to Green indicates Red indicates a Consistent with 2023 and/or 2022 & 2023 RSS results an increase within margin of error decrease

Figure 6: Resident satisfaction with Council-maintained spaces

- 32. Comments generally praised Council-maintained spaces, although 30% of comments on Council-maintained spaces did raise issues around maintenance and cleanliness, especially with grass sports grounds (eg littering and grass fields not being adequately maintained) in Wainuiomata.
- 33. Demographic analysis shows high levels of satisfaction with the different types of Council-maintained outdoor space across most groups. Residents in the Wainuiomata ward, however, had substantially lower than average levels of satisfaction with grass sports fields (65%). This explains the decline in overall resident satisfaction for this aspect of Council business compared to 2023.

Transport infrastructure

34. Resident satisfaction with Council-maintained transport infrastructure has improved in most areas measured compared to 2023 (**see Figure 7**) but is still below our KPI targets for transport infrastructure of 75%-80%.

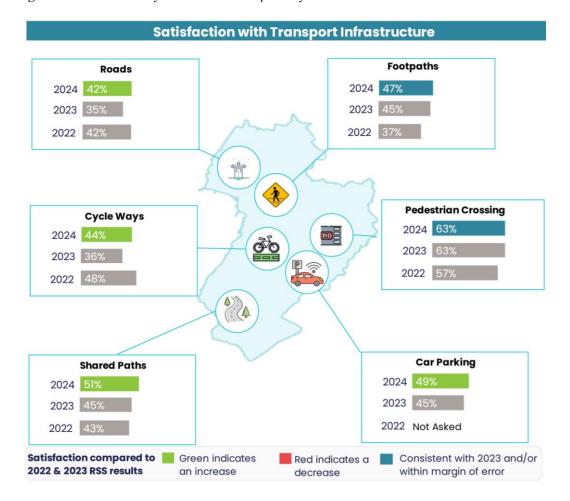


Figure 7: Resident satisfaction with transport infrastructure

- 35. Written feedback reveals that a quarter of comments are from residents who feel vulnerable by motorists' behaviour when using footpaths, pedestrian crossings and roads as pedestrians or cyclists.
- 36. A similar proportion of comments came from residents concerned about cyclist behaviour and perceptions of Council over investing in cycleways and shared paths. Many of these residents also raised concern about road quality in Lower Hutt and the number of potholes that are present.
- 37. A demographic analysis of resident feedback on transport infrastructure reveals:
 - a. lower than average levels of satisfaction with roading infrastructure among disabled residents and residents in the Northern and Wainuiomata wards;
 - b. lower than average satisfaction with footpaths amongst disabled residents;

c. support for cycleways and shared paths appears to be concentrated amongst the 16-34 age demographics before declining as people age; and

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d. lower than average satisfaction with pedestrian crossings amongst disabled residents and residents aged 75+.

Council kerbside rubbish and recycling

- 38. Resident satisfaction with kerbside rubbish and recycling has improved across all kerbside services provided by Council and especially with the kerbside green waste collection (**see Figure 8**).
- 39. Note that the increase in resident satisfaction in the green waste collection is attributable to the question only being asked of users of the service in 2024. In previous surveys, the question was open to both users and non-users of the green waste service.
- 40. The results are marginally under the KPI targets for these services (target = 85% resident satisfaction).

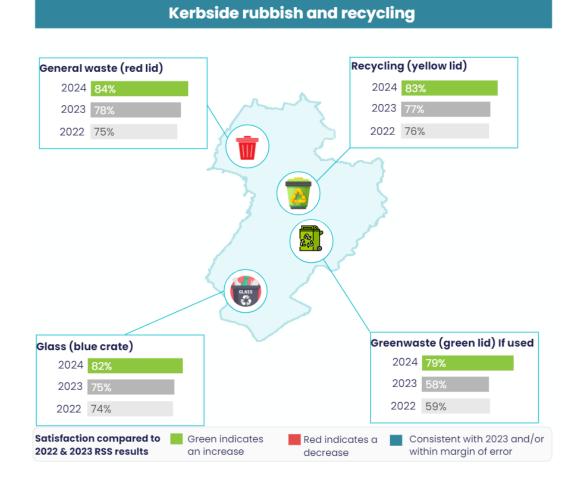


Figure 8: Resident satisfaction with kerbside rubbish and recycling

41. Written comments were broadly positive of Council's kerbside rubbish and recycling services. There were also requests to expand green waste services to include compost, and to increase the frequency of recycling and green waste services. Requests to include soft plastics were also prevalent.

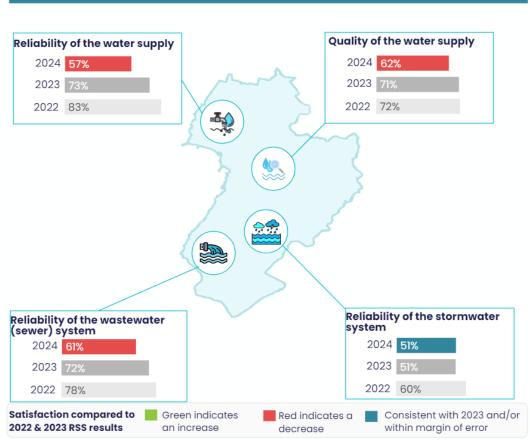
Negative comments centred on a wish to opt out of the services owing to cost and concerns about the quality of the bins.

42. The key demographic difference in the survey results is that Western ward residents have lower than average levels of satisfaction with all kerbside services than residents from other wards. Comments from Western ward residents suggest that wind exposure on the Western hills (coupled with the hilly terrain) is causing bins to frequently blow over, scattering rubbish on to footpaths and streets.

Council-maintained water services

- 43. Resident satisfaction with Council-maintained water services has declined across three out of the four areas measures (**see Figure 9**).
- 44. The results are below the following KPI targets for water services:
 - a. resident satisfaction with the water supply (target = 90% satisfaction);
 - b. resident satisfaction with wastewater (target = 90% satisfaction); and
 - c. resident satisfaction with stormwater (target = 70% satisfaction).

Figure 9: Resident satisfaction with water services



Three Waters Services

45. A review of written survey comments reveals that frequent leaks and the perceived inadequacy of Wellington Water and Council in the timely repairing of leaks are the primary concerns for residents.

46. Demographic analysis of survey responses show that Western ward residents have the lowest levels of satisfaction with the reliability and quality of the water supply, while Eastern ward residents have the lowest levels of satisfaction with the reliability of wastewater and the reliability of stormwater.

Key findings

- 47. A key finding from this year's survey is resident frustration regarding how council accounts for public feedback when making decisions. This appears to arise from a broader perception that council consults with the public on issues without necessarily intending to act on the feedback given.
- 48. Coupled with this is the seemingly common view that council could be more proactive in publicly sharing and commenting on insights from surveys and other engagement activities (including the Resident Satisfaction Survey). This shows a clear public interest in understanding exactly what Council does with public feedback and how the feedback is translated into business improvement.
- 49. Officers recommend that the Committee proactively releases the results of the 2024 resident Satisfaction Survey, along with a press release, which gives examples of how residents' views have historically been factored into decision making.

Next steps

- 50. Survey results are actively being shared with business units for them to consider how insights can be used for business planning.
- 51. The results will be proactively released on our website and notification will be directly given to survey participants and key stakeholder groups.

Options

52. N/A.

Climate Change Impact and Considerations

53. N/A.

Consultation

54. Survey results are currently being socialised internally with business units to enable key insights to be understood and, where appropriate, help inform business planning.

Legal Considerations

- 55. Part 3 of Schedule 10 of the Local Government Act 2002 requires Council to detail in its Annual Report:
 - a. its main groups of activities;
 - b. the community outcomes the activities contribute to; and
 - c. any measurement of progress towards the achievement of these outcomes.

56. The 2024 RSS insights report demonstrates that Council has fulfilled its legislative obligation for reporting community outcomes.

Financial Considerations

57. N/A.

Appendices

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Author: Mike Nuth

Principal Advisor Research and Evaluation

Reviewed By: Richard Hardie Head of Strategy and Policy

Approved By: Jarred Griffiths Director Strategy and Engagement





Resident Satisfaction Survey 2024

Deepak Gautam- Research Analyst Mike Nuth- Principal Advisor

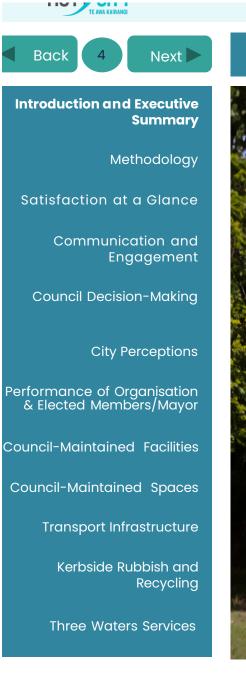
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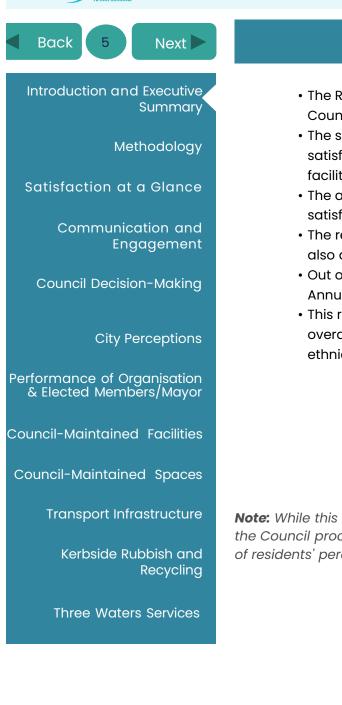
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** The table of contents here in this report (Shorter version) is different from the main document





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Introduction

- The Resident Satisfaction Survey (RSS) is an annual survey undertaken by the Hutt City Council's Research and Evaluation Team.
- The survey asks a sample of Lower Hutt City residents about their engagement and satisfaction with the Council's provision and delivery of services, Council maintained facilities and spaces.
- The aim of the RSS is to provide statistically representative results on residents' satisfaction with the Council's services, facilities and Decision-Making.
- The results indicate how the Council performs from a residents' perspective. The results also allow for measuring trends and changes in residents' perceptions over time.
- Out of the 40 survey questions, 21 directly pertain to non-financial KPIs featured in our Annual and Long-term reports.
- This report outlines the results of all questions asked in the RSS in 2024. It highlights the overall result and analyses it by key demographic areas of interest (for example, age, ethnicity, household income, household tenure and ward).

Note: While this survey provides the opportunity to understand what Lower Hutt residents think about the Council processes, services, and facilities, it is important to note that the results reflect a snapshot of residents' perceptions at one point in time.

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Council-Maintained Spaces

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Kerbside Rubbish and Recycling

Three Waters Services

Methodology

METHOD

The 2024 RSS collected resident feedback via both online and paper surveys. Those aged 16 and above could participate in the survey.

To ensure a broad participation of demographics in the survey, engagement methods included promoting the survey online, sending invites to over 3,000 members of the Hutt Views Citizens' Panel and sending postcard invitations to residents in geographical areas of low engagement.



Target Population: People aged 16 and over, living within Lower Hutt City.

TARGETED RECRUITMENT OF KEY DEMOGRAPHICS

7,000 postcard invitations were sent to the areas of the city and demographic populations with typically low participation in the survey compared to Lower Hutt as a whole.

To achieve this, the New Zealand electoral roll was used as the primary sampling frame. This provides a representative and robust database (name and mailing addresses) for the Lower Hutt City, population.

A sample of addresses was drawn from the database and potential respondents were sent a personalised postcard invitation. Initiatives to ensure a representative sample, inclusive of demographic groups traditionally less likely to be represented in surveys, included:

- Oversampling individuals tagged on the electoral roll as being of Māori descent.
- Oversampling suburbs with traditionally low survey participation rates (e.g. Taita, Moera and Wainuiomata).

& Elected Members/Mayor ouncil-Maintained Facilities Reporti		TE AWA KAIRANGI
Summary The frace Methodology Two Satisfaction at a Glance The frace Communication and Engagement 1,719 Plus Som Council Decision-Making Som City Perceptions Som erformance of Organisation & Elected Members/Mayor Reporting ouncil-Maintained Facilities		Back 7 Next >
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Satisfaction at a GlanceseminaryCommunication and EngagementThe f 1,719 plusCouncil Decision-MakingSomCity PerceptionsSomcity PerceptionsFelected Members/Mayorouncil-Maintained FacilitiesFelected Members/MayorCouncil-Maintained SpacesSacesTransport InfrastructureSacesKerbside Rubbish and RecyclingSaces	Turo	Methodology
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Data Collection

DATA COLLECTION

The RSS was conducted from February 12 to March 15, 2024. It was available online (with links), via Facebook, and in paper at hubs and libraries.

Two thousand eighteen (2,018) survey responses were received. Of these, 1,912 were valid (complete or semi-complete). 106 were paper surveys collected from hubs and libraries.

The final analysis used a total of n=1912 survey responses (compared to 603 in 2,021, 940 in 2022, and 1,719 in 2023), representing Lower Hutt City's six wards. The response rate allows us a margin of error of plus or minus 2% at the 95% confidence interval.

Some new questions were added to the 2024 RSS. These include questions about:

- residents' quality of life ('Lower Hutt is a great place to live, work, and play' & 'I feel a sense of pride in how Lower Hutt looks and feels'),
- the performance of Hutt City Council as an organisation and the performance of Elected Members, Councillors and Mayor)
- New questions about council communication and engagement.
- Questions on type of housing to understand home attributes

Reporting Note:

- Reporting note: Throughout the report, 'don't know' responses have traditionally been excluded from analysis; in most cases, this is less than 5% of the sample, but for a small number of measures, it is a significant proportion (up to 50%). Results should be interpreted as the views of those who had an opinion on the topic.
- Throughout this report, the scale type of questions is reported using 'Total agree' or 'Total satisfied' and 'Total disagree' or 'Total dissatisfied'. These numbers are calculated by summing the unrounded underlying figures and presented in a rounded figure, i.e. 29.6% + 15.3 = 45% would appear as 30% + 15% = 45%.

• Only the Total satisfaction level is presented for the demographic breakdown for each indicator.

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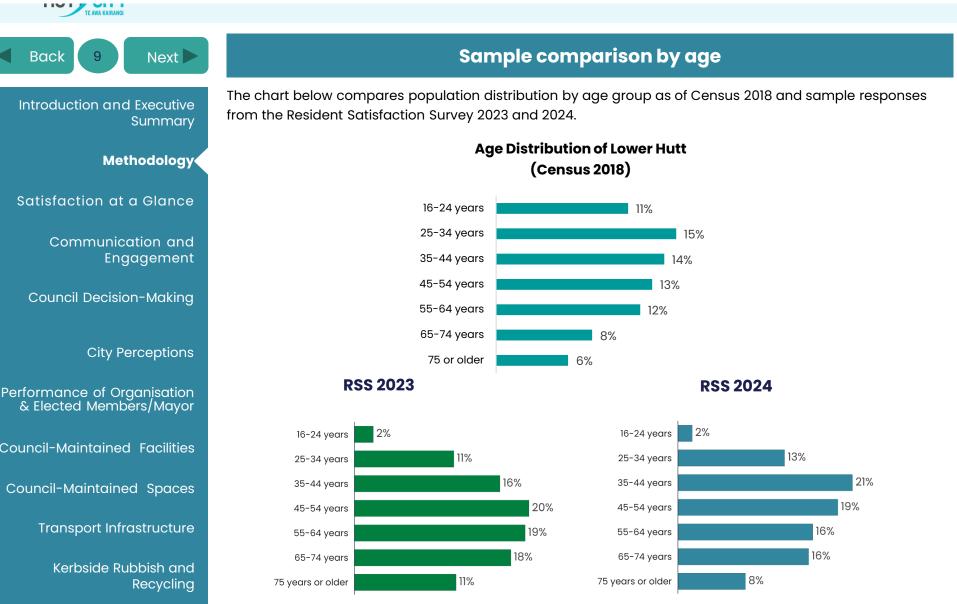
Resident Satisfaction Survey 2024: summary report and Insights



Attachment 1

2024 Resident Satisfaction Survey summary results

2024 Resident Satisfaction Survey summary results



Presented sample responses are unweighted and prefer not to say, and missing values are excluded. Weighted sample responses of RSS 2024 are presented later in this document.

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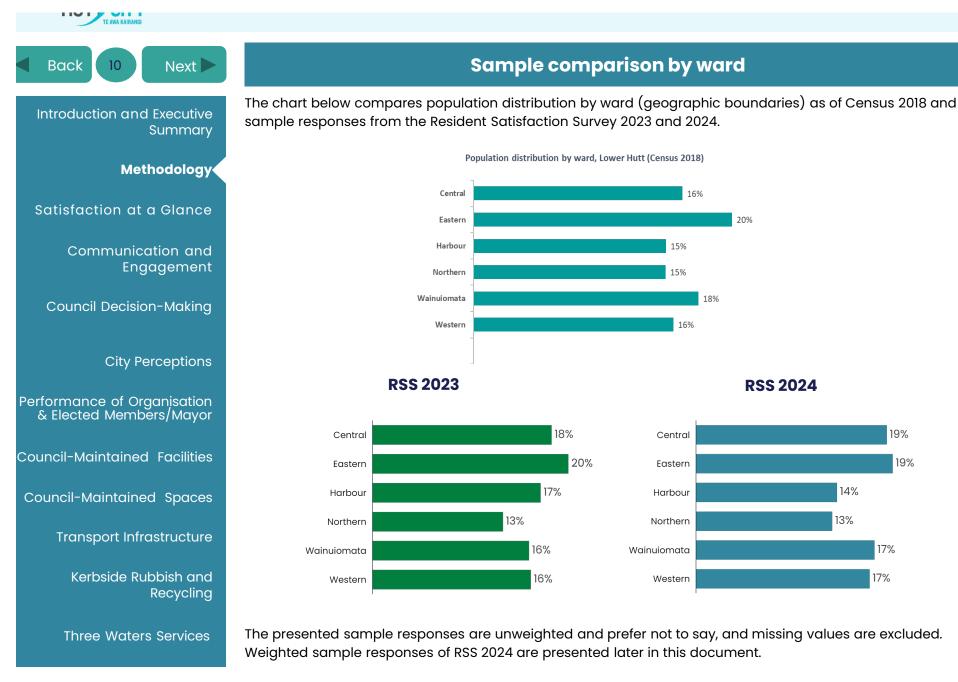
Council-Maintained Facilities **Council-Maintained Spaces Transport Infrastructure**

Three Waters Services

Resident Satisfaction Survey 2024: summary report and Insights

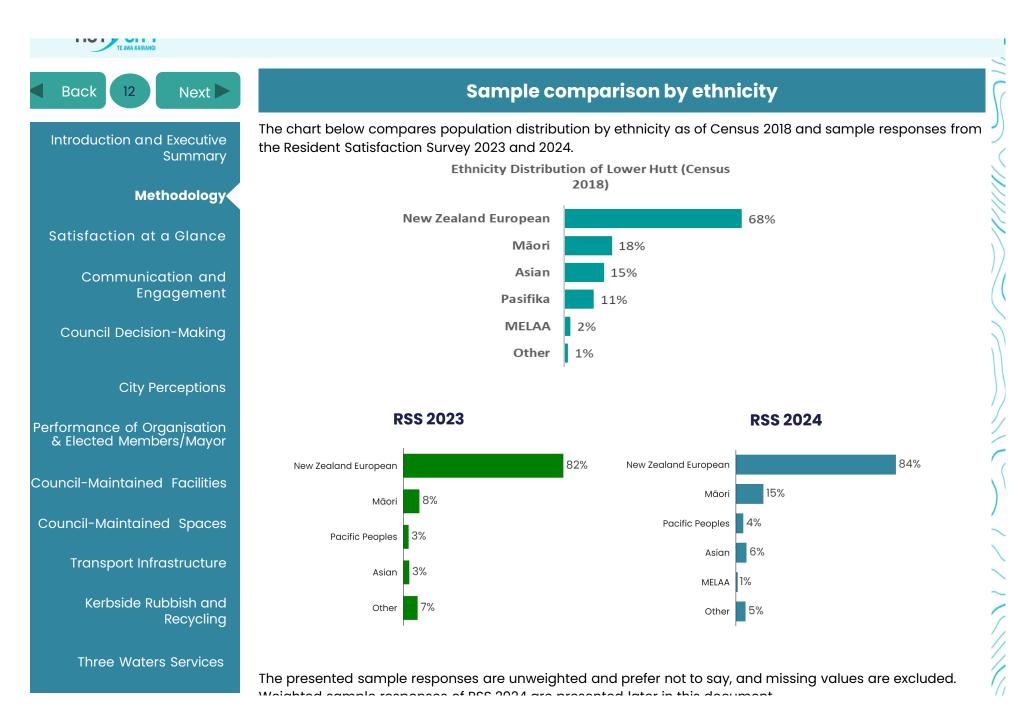
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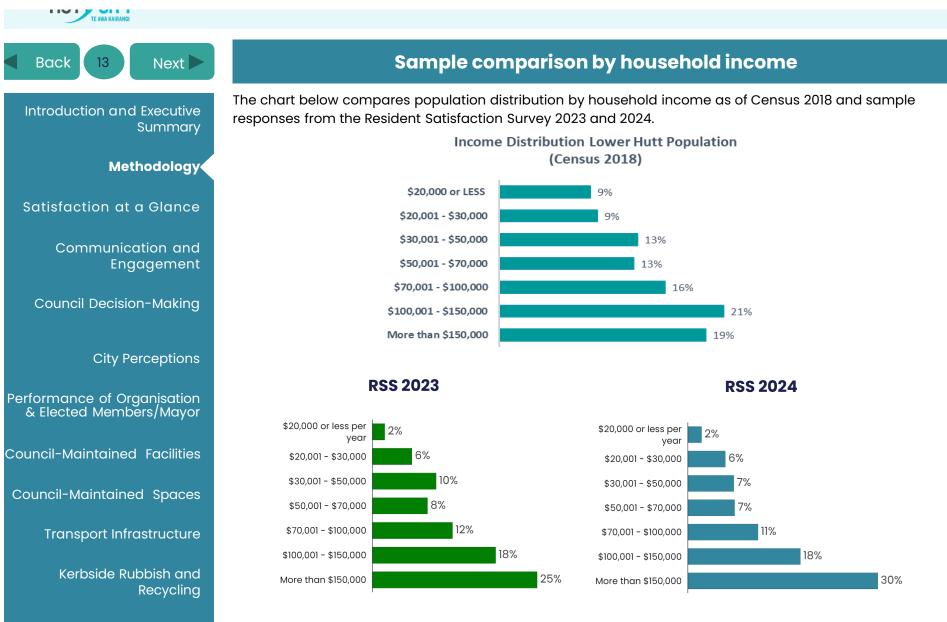
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				Stokes Valley	8%	156
				Naenae	7%	138
				Petone	6%	123
				Waterloo	6%	106
				Taita	5%	99
				Wainuiomata Central (Fernlea)	5%	97
				Hutt Central	5%	88
				Avalon	4%	78
				Epuni	4%	71
				Waiwhetu	4%	70
Nard	%	Count		Woburn	4%	68
				Wainuiomata West (Parkway)	3%	65
Central	19%	357		Belmont	3%	61
Eastern	19%	368		Maungaraki	3%	60
Eustern	1976	300		Eastbourne	3%	57
Harbour	14%	264		Alicetown	3%	55
				Fairfield	3%	54
Northern	13%	255		Arakura (Wainuiomata)	3%	53
Wainuiomata	17%	334		Normandale	3%	53
	17.76			Boulcott	3%	52
Western	17%	325		Kelson	2%	44
				Pencarrow (Wainuiomata)	2%	39
				Eastern Bay Homedale East (Wainuiomata)	2% 2%	39 33
				Tirohanga	2%	29
				Homedale West (Wainuiomata)	1%	25
				Korokoro	1%	27
				Glendale (Wainuiomata)	1%	24
				Moera	1%	17
				Harbour View	0%	9
				Manor Park	0%	7
				Melling	0%	6
				Gracefield	0%	3
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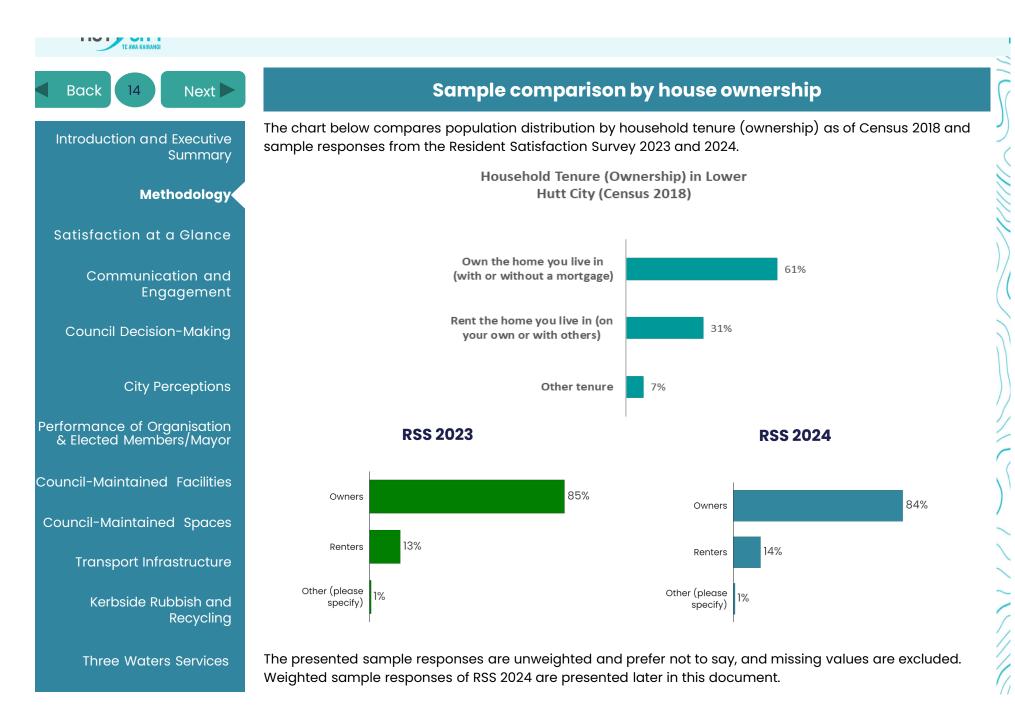
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2024 Resident Satisfaction Survey summary results

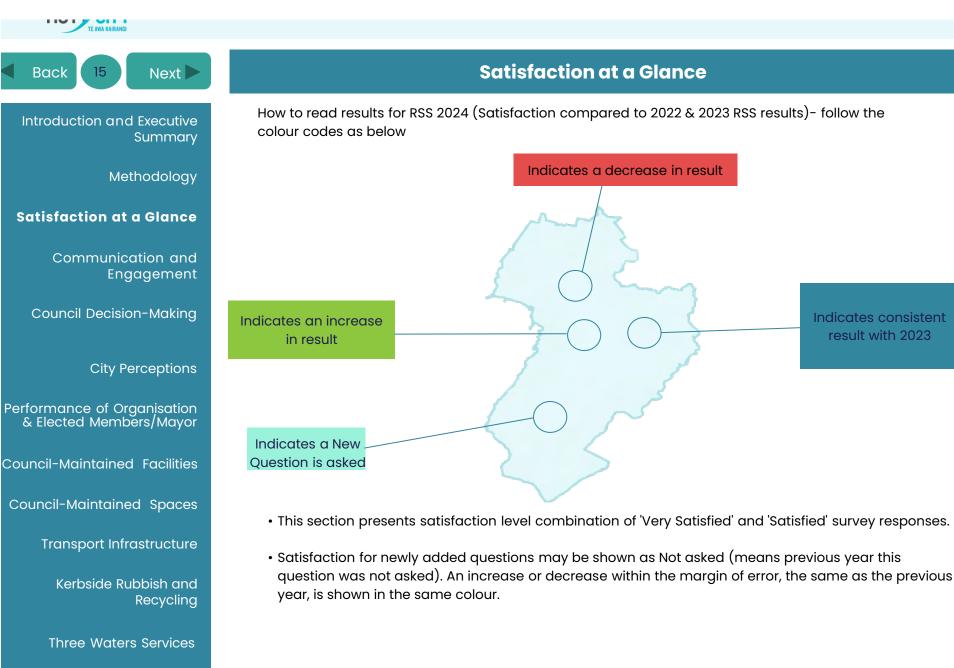


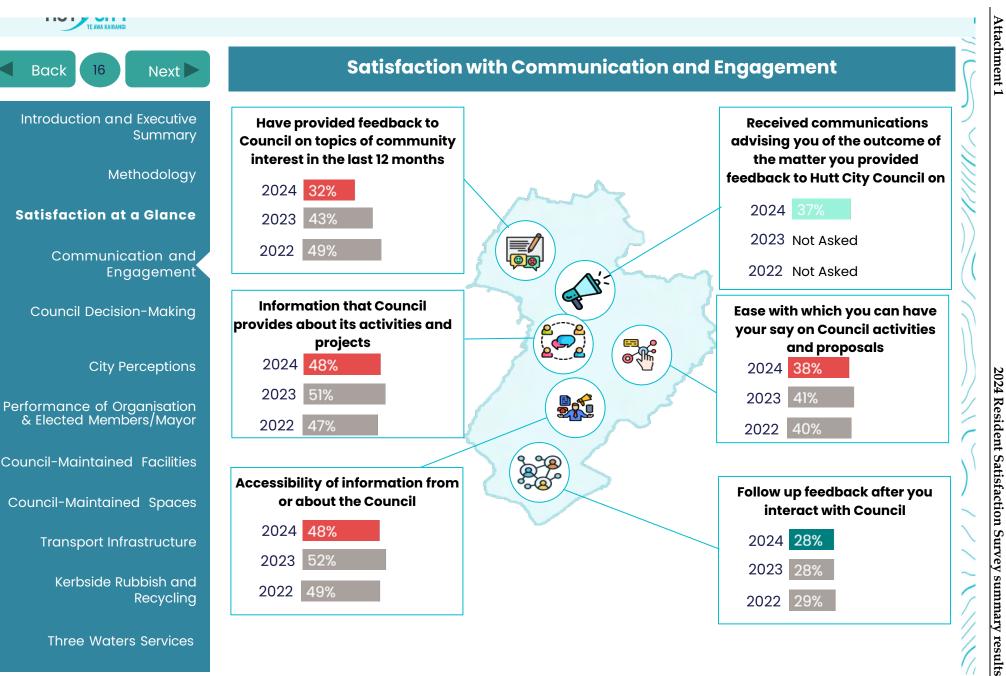
The presented sample responses are unweighted and prefer not to say, and missing values are excluded. Weighted sample responses of RSS 2024 are presented later in this document.

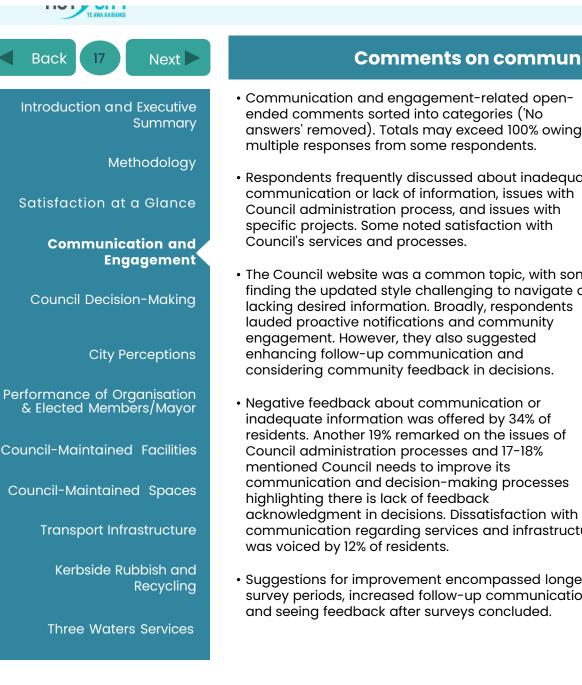
Three Waters Services



2024 Resident Satisfaction Survey summary results







Comments on communication and engagement

	Comments on Comms and Engag	jement
g to	Inadequate communication or lack of information	34%
ate	Issues with Council Administration Processes	19%
me	Suggestion for Improved Communication/Engagement Methods	18%
or	Council Decisions/Actions Taken Without Proper Consultation	17%
	Negative Perception of Council Efficiency/Effectiveness	14%
	Criticism of Council Decision Making Process	14%
	Satisfaction with Council Communication	13%
ture	Service and infrastructure issues	12%
ər on,	Satisfaction with Council Services & Processes	6%
,	Issues with Specific Council Projects	5%

Resident Satisfaction Survey 2024: summary report and Insights

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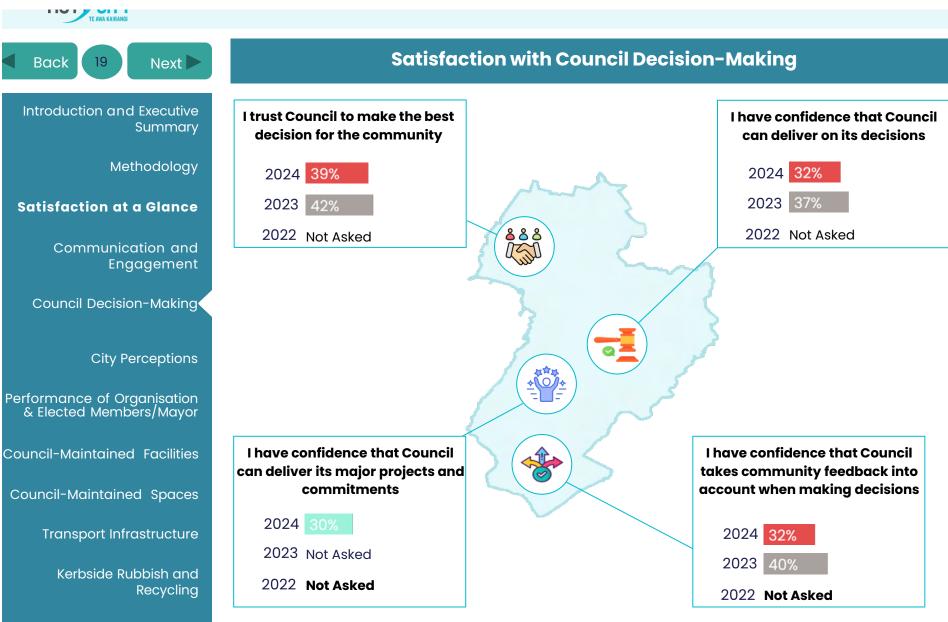
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Residents' comments on communication and engagement

- "Generally, from my perspective, the Council has been good with following up once information has been given if required."
- "It takes a long time to get a response to queries. The response rate with the HC Counsellors is very high/good, but it takes a long time to get any response from the officers."
- "Great communication with the rubbish and recycling calendars Very Helpful. Thank you to the team that looks after that!"
- "I think follow-up emails are good, and social media posts on the outcomes of engagements."
- 'Need to ensure a good cross section of the community participate. Too often the feedback is dominated by 'well off' retired people who don't want any change.'
- "Council consults but gives no feedback on results of process and appears to ignore comments made to it. Totally undermines whole process and seems to just go through the motions."
- "Lack of community engagement/information regarding allowing developers to build multiple dwellings without off street parking in established areas on single dwelling properties."

Resident Satisfaction Survey 2024: summary report and Insights

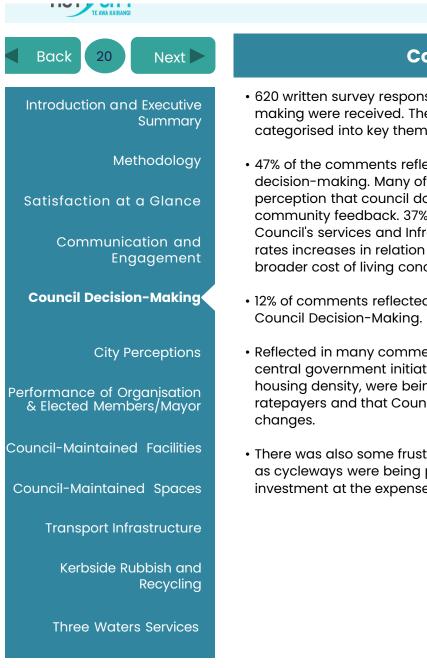


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2024 Resident Satisfaction Survey summary results

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omments on Counci	l Decision-Making					
ses on Council decision- ese were analysed and	Comments on Council Decision-Making					
ected criticism of Council	Criticism on Council Decision Making Comms & Engagement	4				
these reflected a bes not listen to 6 of comments criticised	Criticism of Services & Infrastructures	37				
astructure, 22% criticised to residents facing cerns.	General dissatisfaction with council	26%				
d satisfaction with	Rates Expenditures Cost of Living Concerns	22%				
ents was concern that ives, such as promoting ng imposed on	Dissatisfaction with Elected Members	15%				
cil could not refuse these	General Satisfaction	12%				
ration that projects such prioritised by Council for e of footpaths and roads.	Suggestions for Improvement	6%				
	Satisfaction with Elected Members	3%				
	Satisfied with Comms and Engagement	2%				
	Not relevant	13%				

C

47%

37%

26%

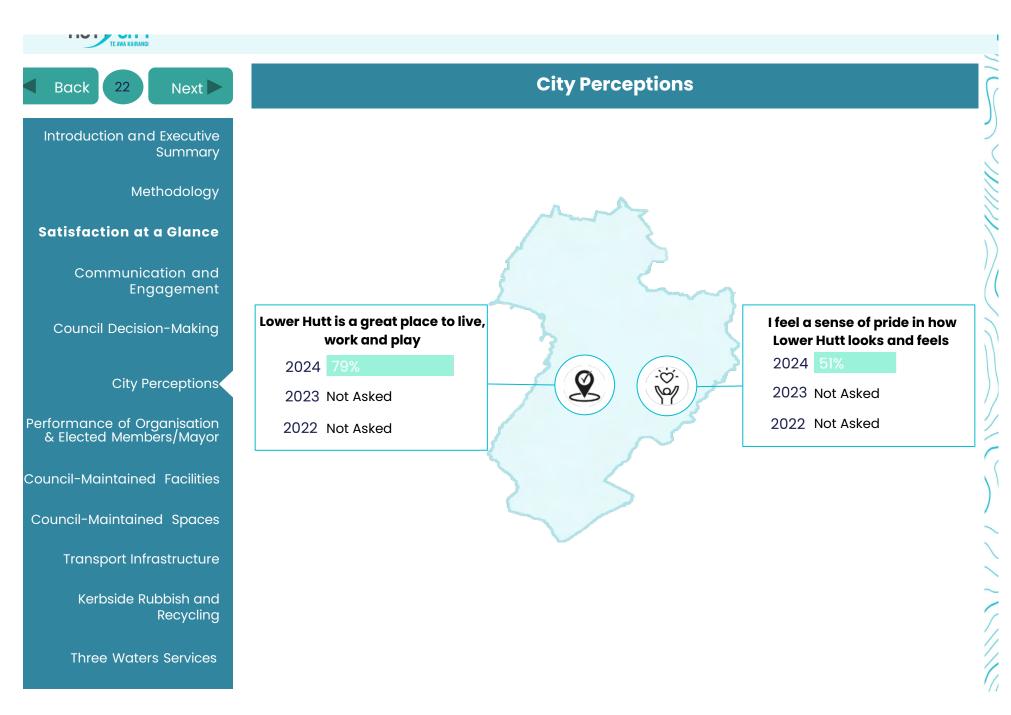
22%



Residents' comments on Council Decision-Making

- "I feel though I believe the current council can and is doing a well enough job. There's not enough focus on community projects and bringing people together."
- "There is so much uncertainty in local government through no fault of the local council, both officers and Councilors, that although I'm confident in their desire and intention to do the best for our city , other barriers can sometimes prevent this."
- "Often, councils will come with a pre-determined outcome and stick with that decision despite what the residents may say. Makes it easier for the council but not actually what the people want."
- "I don't know enough about what the Council is doing and has achieved over the year, even though I have read annual plans. But I think the Mayor is doing a good job...not sure about some of the councillors."
- "I trust that Council think they are making the best decisions for their communities but wonder how much consultation actually happens within these communities before decisions are made."
- "Council should be more focussed on core services like fixing the water pipes, keeping the roads in good condition and maintaining or fixing current amenities before spending on anything new."
- "Not sure if our voice does come through decisions most of the time. It feels that once council have made their mind there is no changing."

2024 Resident Satisfaction Survey summary results

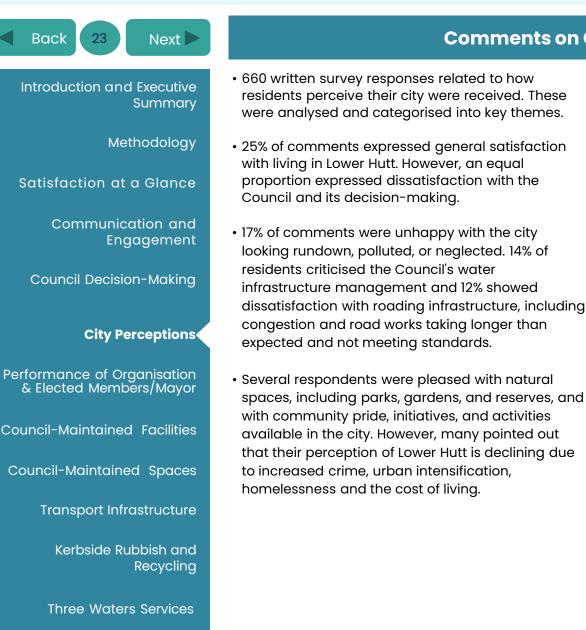


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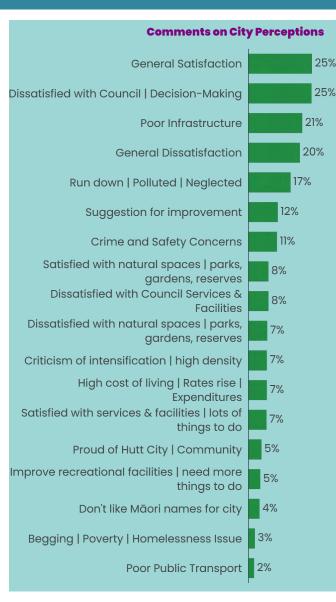
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Comments on City Perceptions



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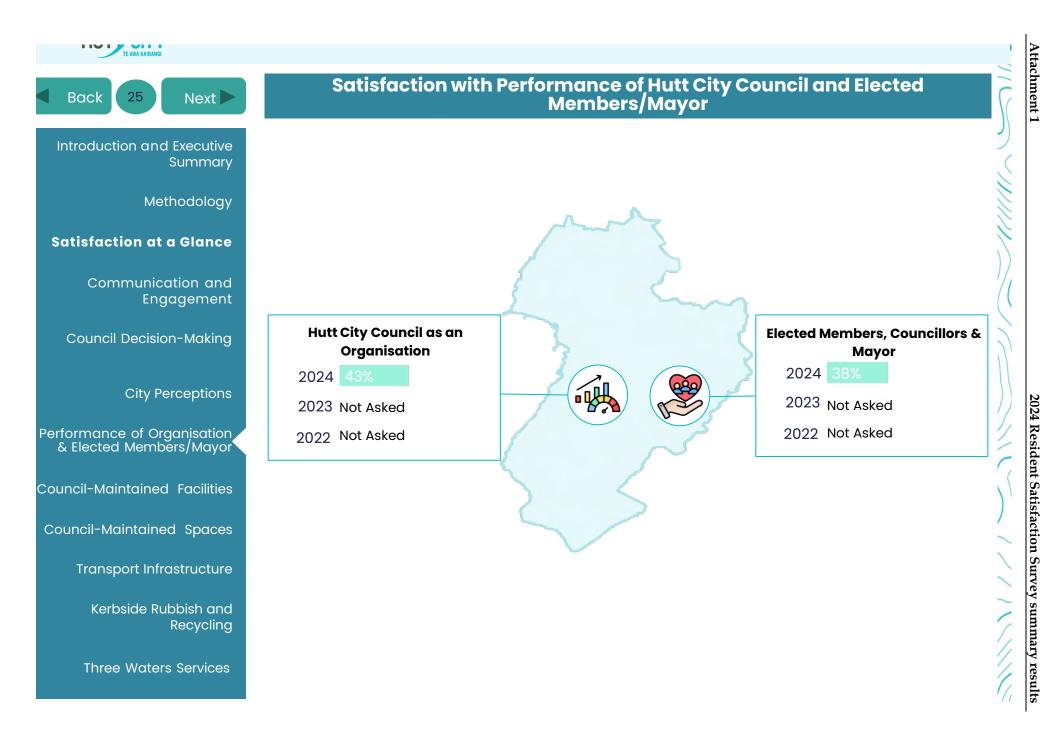
Council-Maintained Spaces

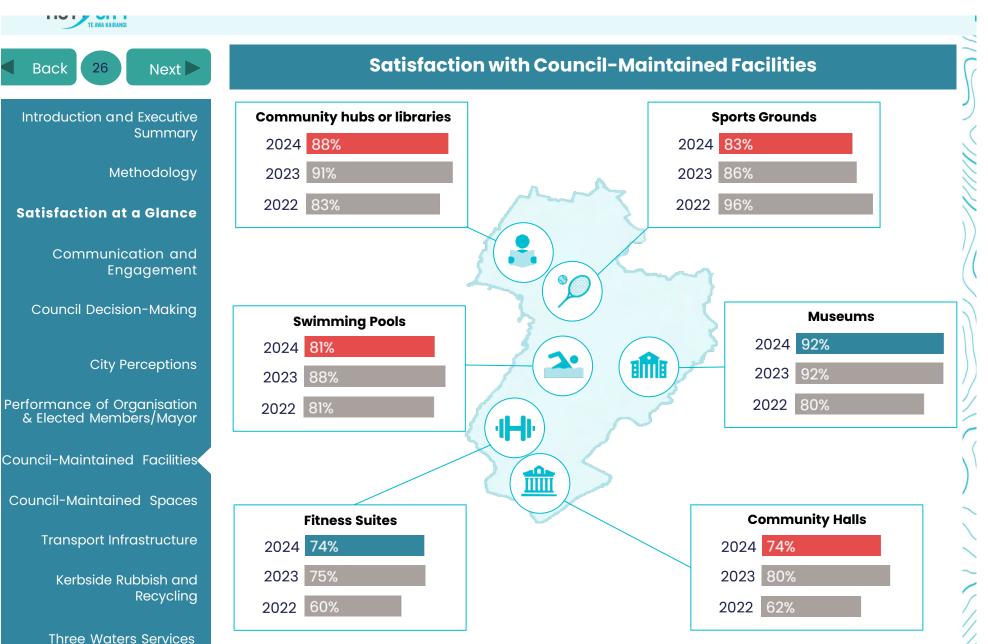
Transport Infrastructure

Kerbside Rubbish and Recycling

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- **Residents' comments on City Perceptions**
- "The bush walks around the Eastern and Western Hutt hills and the beaches make Lower Hutt wonderful."
- "We have some great community facilities etc but there are also alot of impoverished communities and they are sad and rundown."
- "Te Awa Kairangi ki Tai has truly wonderful communities who support each other and make this a great place to live. We have great facilities and services that are accessible and mostly fit-for-purpose."
- "Poor roads, poor pathways, poor bush tracks, mowing rarely done, water leaks, the city is becoming a mess under your care and that's not what I expect from my rates."
- "Taita/Naenae is pretty run down. Lots of mental health issues, crime. Not a safe area. Lots of water leaks, not being fixed."
- "We don't have a lot of community activities for families it would be fun to do more. Lower Hutt could do with having the vibrancy that Petone has. More Festival/market encouragement and more selection of restaurants."
- "Lower Hutt is becoming full of crime and the level of poverty is disheartening."





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- 530 open ended comments on Council-maintained facilities were received and sorted into categories. Totals may exceed 100% owing to multiple responses from some respondents.
- A notable 36% of respondents praised Council facilities, highlighting the helpfulness of library and other facilities staff, seen as a valuable asset to community facilities, particularly at Petone, Naenae, Stokes Valley, Wainuiomata, and War Memorial Libraries and Huia Pool. Some expressed a desire to visit these facilities more, but obstacles such as limited opening hours, safety and security concerns, and inadequate parking hindered their access.
- Maintenance and cleanliness concerns were raised regarding sports grounds, community halls, and public toilets. While many acknowledged the value of pools and fitness suites, a few highlighted issues such as overcrowding and the need for improved design and maintenance in changing rooms.
- Accessibility, inclusivity, and parking issues were recurring themes, with calls for more spaces for parents and those with disabilities. This issue extended to hubs and libraries, where more parking and extended hours were deemed necessary to accommodate 9 am-5 pm workers. Enhanced changing room facilities in swimming pools and gyms were also recommended to adequately meet high demand.

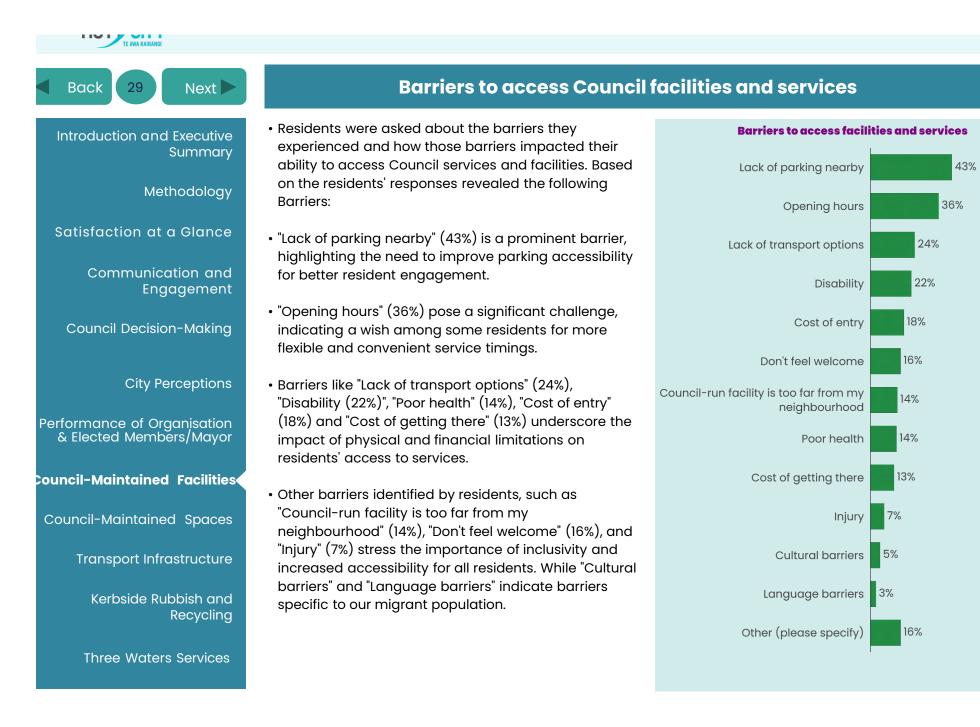


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Residents' comments on Council-maintained facilities

- "Generally, well maintained and popular with residents and visitors. Help to create a central focus for local community (suburb), hubs and pools."
- "Would like to appreciate the staff members who take care of these public facilities."
- "Pools are well maintained but no thought has been given to people who take children of differing ages. eg Huia Exception to this is Stokes Valley where all age groups can be watched at the same time."
- "Pools need to be warmer. Cheaper admissions and free lessons is highly appreciated. More childfriendly activities/spaces/play would be appreciated."
- "Not a lot happening and accessibility to facilities heavily restricted."
- "Library should open more hours and pools should be cheaper."
- "Pools need better maintenance and parking, community halls seem run down. Fitness suite staff need a stronger customer centric focus. Sports facilities are good."
- "Cleanliness of toilet facilities has started to become an issue. It would be better to not provide toilet facilities if they can't be regularly cleaned/monitored, but they're also essentials for sports grounds."

ould also





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• "I am judged by my race and invisible illnesses. I cannot park in a mobility park without getting

Residents' comments on barriers to access Council facilities and services

- clamped and have to explain my multiple health conditions and show proof that my mobility park pass is legit."
- "Library not open Sunday limited parking huia pool and difficult to take my preschooler and baby a long way by foot."
- "At Stokes Valley Hub, the communal kitchen area is dominated by two older men, who make many loud racist, misogynist, homophobic, transphobic, ageist, and Islamophobic comments. Library staff have not been able to control this behaviour."
- "Not knowing what is going on. Who is organising it, who is it for. (open to all, or just those who belong to a club?) No advertising."
- "Huia pool disabled toilets and showers constantly being used by non-disabled people. Their disabled car parks are also abused."
- "Stopped going to Taita Library when they took down their pride display and really disappointing to see the team disapproving of our LGBT Whanau."
- "Opening hours for community hubs, safety measures when the sites have closed (war memorial, Naenae, Taita, stokes valley) and bus timings."



Parks, Gardens or Reserves

Cemeteries/urupā

Astroturf Sports Grounds

84%

2024 83%

2022 77%

2023

2024

2023 81%

2022 80%

2024 89%

2023 89%

2022 74%

85%

Council-Maintained Spaces

Transport Infrastructure

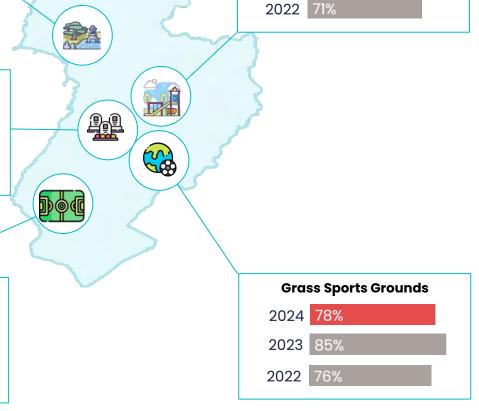
Kerbside Rubbish and Recycling

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2023 82%

Satisfaction with Council-Maintained Spaces

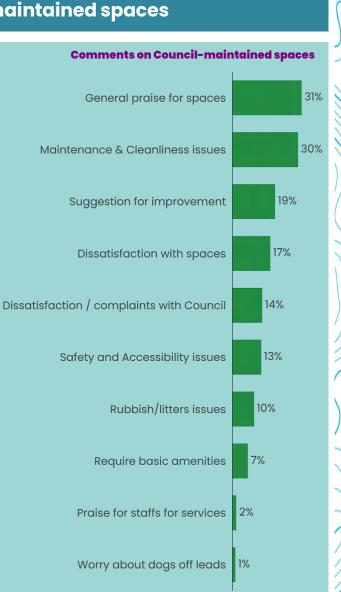


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Comments on Council-maintained spaces

- 500 open-ended comments on Council-maintained spaces were received and sorted into categories. Totals may exceed 100% owing to multiple responses from some respondents.
- Overall comments expressed praise for Councilmaintained spaces, with many noting that they are important features of their neighbourhood and for the whole community.
- Several improvements were suggested, including more sunshades and seating, better maintenance of public toilets, and management of rubbish/litter.
- Some felt the grass needed to be more frequently cut in their local park, while others commented that it was always neatly kept.
- Others noted that the condition of parks varied between suburbs. Dogs were a concern to some, particularly those unleashed around children or walking paths.
- Some playgrounds were noted to be a distinct improvement from what they were previously, while some felt others to be in a state of disrepair.
- Several people praised the parks and reserves staff for being friendly and informative.



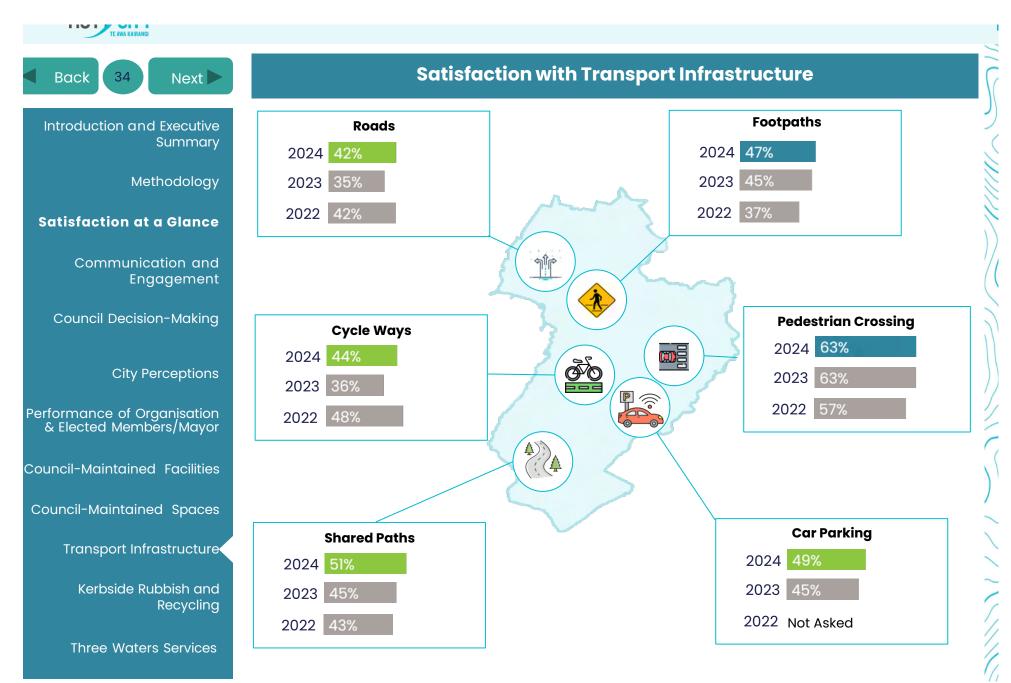
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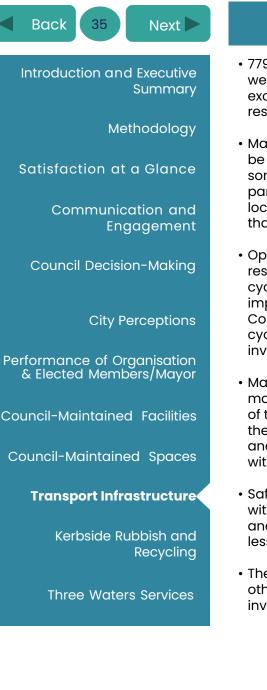


Residents' comments on Council-maintained spaces

- "I like what we have, I would really like to see more parks even very small ones provided for quiet contemplation/sitting/socialising, as well as those for more active pursuits."
- "Council parks are beautiful, and the gardeners do an outstanding job."
- "There needs to be greater enforcement against anti-social behavior (e.g. rubbish dumping and burnouts) along the Hutt River trail."
- "Some more seating in parks would be nice not everyone can get down and up off the ground."
- "Playgrounds are often damaged and not suitable for use. Rubbish everywhere. Gangs or young people hanging out at all 3 Council-maintained spaces making it not safe for the general public."
- "The parks in Wainuiomata are very old and tired. And with the growth in Wainuiomata the children need somewhere to play. It would be nice to see lots of improvement in this area."
- "Thank you for the way Taita Cemetery looks and feels the team work very hard maintaining those sacred pieces of land. My wife is buried in Taita and I've taken friends from outside our region and they sensed a real peace about the cemetery."

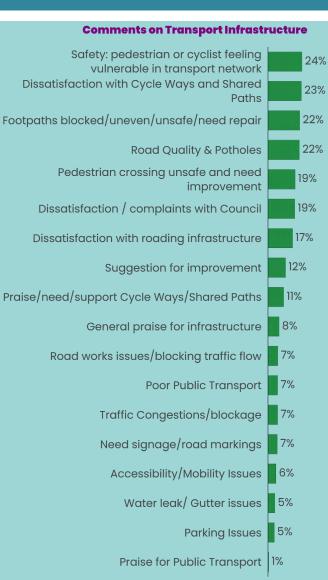






Comments on Transport Infrastructure

- 779 open-ended comments on transport infrastructure were received and sorted into categories. Totals may exceed 100% owing to multiple responses from some respondents.
- Many comments note that pedestrian crossings could be improved around the city. Some residents felt that some crossings were not visible enough as cars parked too close to them, while others felt that their location was awkwardly placed near a roundabout that blocked traffic flow and frustrated motorists.
- Opinion was divided over cycleways. Several respondents stated that they strongly support cycleways and want greater options for cyclists and improved safety. Others felt there was too much Council emphasis on cycleways and also felt that cycleways were not utilised enough to justify their investment.
- Many comments mentioned footpaths, with the majority of these comments noting that the condition of the footpaths needed improvement. This was due to the uneven condition of the footpaths due to cracks and bumps, making it difficult for the elderly and those with prams or mobility devices to move comfortably.
- Safety was a common theme in respondents' answers, with several comments concerned with pedestrian and cyclist safety on busy streets and streets with less-than-ideal visibility.
- There were some complaints about roadworks, though others mentioned that this was a positive due to the investment in infrastructure maintenance.



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Residents' comments on Transport Infrastructure

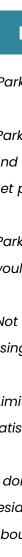
- "Roads and paths are overall well maintained, like anywhere there are some areas that need attention but in general well maintained. As noted earlier some are becoming dangerous due to cars parked both sides because of the lack of off-street parking in medium and high-density housing developments."
- "Roads have been damaged by what appears to be heavy vehicles, those that are building here in Wainuiomata. Wainuiomata and Main roads are particularly bad."
- "Lots of potholes and water leaks not fixed, or repaired poorly so they happen again."
- "Far too much invested in cycleways for a minority using them."
- "Cycle ways should not be a priority in a city with a public transport issue. Several crossings are poorly designed/placed, such as around Queensgate."
- "For those in a wheelchair, the shared paths can be too narrow, where I've been forced off the path. Footpaths are often difficult to use. They can be broken, or cars parks over them, etc."
- "Pedestrian crossings placed so close to junctions and roundabouts is ridiculous and dangerous."

42%

TE AWA KAIRANGI		
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Introduction and Execut Summ	around lower Hutt were received and sorted into categories	Comments on difficulties to get around Lower Hutt
Methodolo	respondents.	Lack of parking 42%
Methodolc	• 42% of comments expressed dissatisfaction with limited parking	General Dissatisfaction
Satisfaction at a Glan	parking fees and 8% on parking enforcement and regulations. 10% mentioned congestion and excessive cars, indicating a	Pricing and Fares 12%
Communication a Engageme		Congestion/Roadworks/Traffic Issues
Council Decision-Maki	respondents, including those with mobility challenges,	Difficulties with Public Transport
City Perceptic	ns disabilities, pet owners, and families. They cited difficulties with accessible parks, mobility parking, and designated parent car parks.	Parking Enforcement and Regulations 8%
Performance of Organisat	on	Praise cycling/active/public transport 5%
& Elected Members/Ma	others specifically identified congestion, roadworks, cyclist	Lack of accessible/mobility/parent parking 5%
Council-Maintained Facilit	concerns (4%).	Effects of Urban Development 5%
Council-Maintained Space	Several respondents suggested the need for more parking	Suggestion for improvement 5%
Transport Infrastruct	options, particularly for mobility parks in areas like the CBD, Petone, and Wainuiomata. The impact of new construction and	Safety Concerns 4%
Kerbside Rubbish c Recycl	parking oballongoo	Dissatisfied with active mode of transport 3%
Three Waters Servic	 Some advocated for a shift towards greater use of public and active transportation modes. 	Lack of bike parking 1%

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- Residents' comments on difficulties to get around Lower Hutt
- "Parking in the Hutt valley is so much better than in Wellington."
- "Parking is expensive or hard to find. I would walk or catch a bus but it's hard with 4 small children and when public transport is sometimes unreliable. Lots of roadworks everywhere makes it hard to get places too."
- "Parking is expensive and hard to find. The construction of a couple of multi-level parking structures would be a good investment and improve the accessibility of the city."
- "Not enough disability car parks in the city and they are not policed properly so you find someone using the carpark that should not be using it."
- "Limited car parking for 15 minutes at council buildings doesn't work/ parking elsewhere is satisfactory."
- "I don't have any difficulties, but the Disabled parking is an ongoing problem for our disabled residents. So many non-disabled people park in the disabled parking and I just feel more needs to be about it i.e more regular checks by parking wardens and stronger fines."
- "We need a good carparking building like the Queensgate carpark near the riverside area. Parking in the weekends are so congested."

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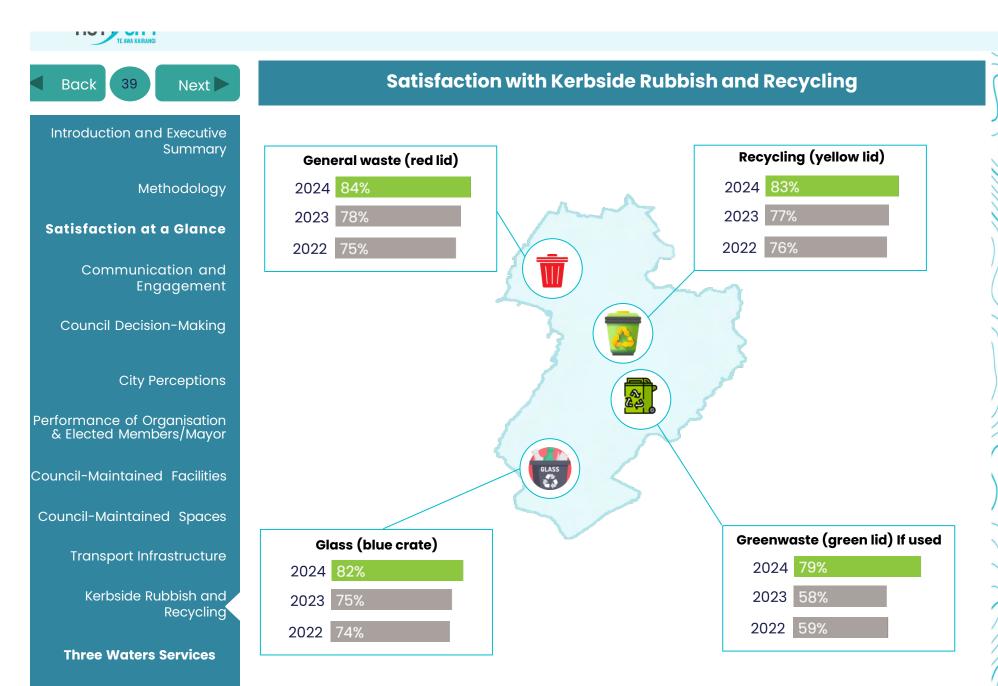
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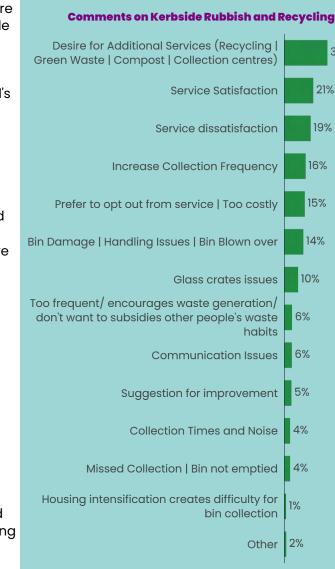
2024 Resident Satisfaction Survey summary results

31%



Comments on Kerbside Rubbish and Recycling

- · 642 open-ended comments on kerbside services were received and sorted into categories. Owing to multiple responses from some respondents, the totals may exceed 100%.
- 21% of comments expressed satisfaction with Council's kerbside services. 20% of residents mentioned their belief in the need for expand green waste to include compost services, and 15% wanted an increase in collection frequency.
- 15% mentioned they were forced into these services, and the cost is high, so they want to opt out. 14% cited concerns about bin damage caused by handling by kerbside contractors or bins tipping over. Constructive feedback highlighted the need to enhance the durability of glass crates (10%), and 16% emphasised the desire for more frequent collection to align with family needs.
- Another perspective was that a large bin emptied frequently encouraged wasteful habits, with a belief that their rates subsidised others' waste generation
- Several comments also exhibited scepticism about recycling processes and raised questions about the service's execution. Dissatisfaction was also voiced about aspects such as noisy rubbish trucks, early or missed collections, incomplete emptying of bins, and haphazard placement of bins by contractors, reflecting the concerns of some residents.



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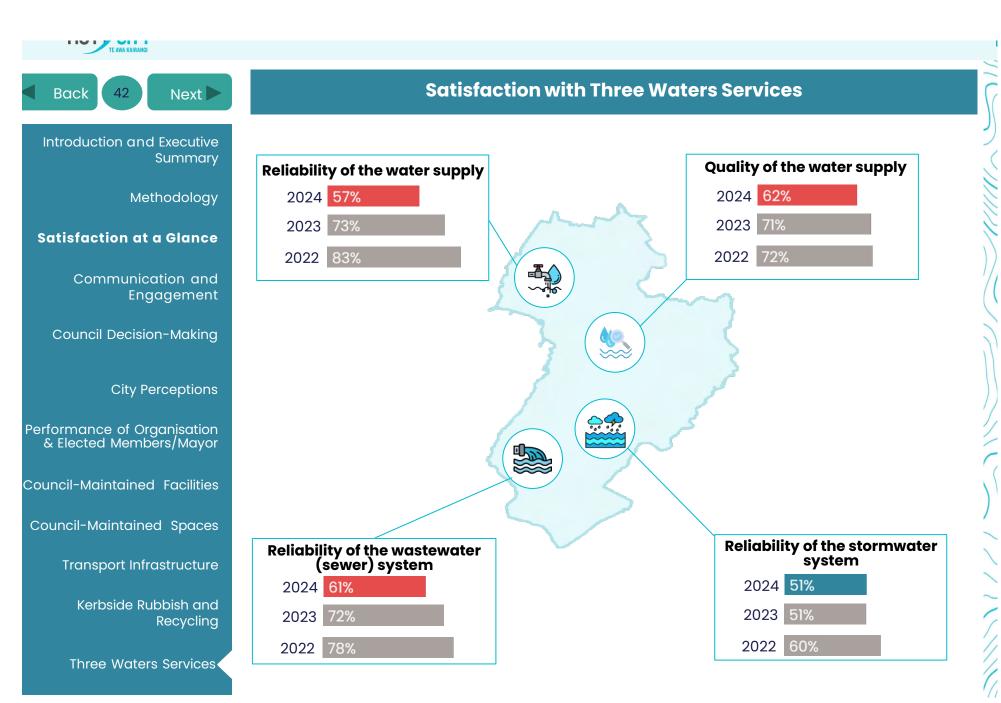
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Residents' comments on Kerbside Rubbish and Recycling

- "Great mahi from the kerbside team so far. I am happy with the services & Council's initiatives."
- "Waste management do a very good job at collections. The public need to do a better job at presenting and sorting their rubbish/recycle."
- "This is an expensive and ineffective service. There is no incentive to cut down on household waste and light users who do minimise waste pay the same as heavy users. End it and return the business to the private sector please. Council should stay out of waste disposal."
- "The blue crate can get too heavy for some, and for others i.e. me only empties a couple of times a year, it seems unfair for the amount we have to pay when it is not used often."
- "The damage caused by contract staff emptying rubbish, recycling and glass bins requires investing to see if the system could be improved."
- "It would be great to have the option of fortnightly green waste pick up during the spring and summer months, with fewer pickups during winter."
- "Introduce a compost bin as well so the council can compost (similar to Auckland). home composting is difficult to manage."

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37%

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- **Council-Maintained Spaces**
 - **Transport Infrastructure**
 - Kerbside Rubbish and Recycling
 - Three Waters Services

 802 open-ended comments on three waters services were received and sorted into categories. Totals may exceed 100% owing to multiple responses from some respondents.

Comments on Three Waters Services

- · Concerns about water leaks was the prevailing theme in comments, with 37% expressing dissatisfaction over Wellington Water / Council's response times to service requests and the quality of repairs. This concern was further reflected in comments expressing dissatisfaction with Wellington Water (29%). Although some comments clearly conflated Wellington Water with the previous government's attempt to reform water services. 19% highlighted concerns such as frequent flooding and blocked drains, prompting doubts about the adequacy of drainage during flooding episodes.
- A positive sentiment emerged from 8% of respondents, expressing overall satisfaction with water services. However, 14% cited dissatisfaction with the taste and smell of fresh water, describing it as having a 'chlorine' or 'metallic' flavour and 7% raised concerns about smell from the Seaview wastewater plant. Views on fluoride and water meters were divided for and against.
- · Communication issues during water outages were raised in 7% of comments, highlighting the need for improved notification methods, such as street-level loudspeakers.

Comments on Three Waters Services

Leaks | Wellington Water & Council not fixing requests fast enough Dissatisfied with Water Services | Wellington 29% Water | Against Three Waters Need maintenance | upgrades | investments | 27% Support water meters Dissatisfaction with Council | Decision Making 19% | Elected Members Worry about extreme weather events | Flooding 19% Runoff needs to be managed | Blocked streams needs to be cleared Taste of water |metallic or chlorine taste | 14% having to use a filter Satisfaction with Water Service | Support 8% Three Waters Lack of communication from Council (Outages | 7% Other information) 7% Concerns about Seaview Sewer Plant | Smell Concerned with Intensification and other 4% infrastructure problems Satisfaction with Council | Decision Making 4% Elected Members 3% Concerned about water meters Praise for artesian water at the Dowse and 1% Petone

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Residents' comments on Three Waters Services

- "I really appreciate the drinkability of the tap water."
- "Overall satisfied. The smell was pretty horrible some days with the Seaview thing. Bring in water meters."
- "Stormwater street sumps could be cleared more often, not just when Council is requested to."
- "Concerned about inbuilding adding more users and putting more pressure on the wastewater system and water supply. Also very concerned about the time it is taking to repair reported water leaks and the water that is being wasted in the meantime."
- "The smell at Seaview is intolerable. Clearly replacement of water pipes should happen already in areas where pressure & leaks waste the most water. Why no thought given to stopping development into water sorted or finding additional water sources including large integrated pressurised rainwater tanks for gardens, hoses, toilets etc."
- "No meters until main leaks are fixed spend money wisely don't waste."
- "Very unhappy that desperately needed progress on abundant leaks is so slow. I report all I see in my neighborhood, but some have been going so long the footpaths are dangerously slippery."
- "We have had two occasions where the water was turned off without notification."



Thank You!

Resident Satisfaction Survey 2024: summary report and Insights

HUTTCITY TE AWA KAIRANGI Policy, Finance and Strategy Committee

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06 August 2024

Report no: PFSC2024/4/252

Tō Tātou Tāone 2055 - Our City 2055

Purpose of Report

1. The purpose of this report is to outline the development of Tō Tātou Tāone – Our City 2055: a future focused strategy for our city.

Recommendations

That the Committee:

- (1) notes the approach to developing Tō Tātou Tāone 2055 Our City 2055 contained within the report;
- (2) notes the timeline for this project contained within the report; and
- (3) notes the Lower Hutt City Summit will be held on 18 September 2025, which will formally launch engagement on Tō Tātou Tāone 2055 Our City 2055.

Background

- 2. A city strategy for Te Awa Kairangi ki Tai Lower Hutt is being developed, called Tō Tātou Tāone 2055 Our City 2055.
- 3. This is not a 'Council' strategy rather, the aim is that everyone will be able to see themselves reflected in the strategy, whether as a business, voluntary organisation, or member of the community. While Council will provide project leadership by resourcing and running the strategy development process, the final product will reflect the voices and aspirations of the people of Lower Hutt.
- 4. A city strategy creates a common purpose and direction for long-term investment in the city. It enables the community and stakeholders to identify opportunities and address challenges that cannot be tackled by any one party.
- 5. Cities throughout the world have developed strategies to set long-term direction, including New York: *OneNYC 2050*, Melbourne: *Plan Melbourne*, and in Aotearoa New Zealand, such as Auckland: *Auckland Plan 2050*.

- 6. In developing Tō Tātou Tāone 2055 Our City 2055, we have reviewed city strategies to establish principles for best practice. Key features include:
 - a. a 30 year timeframe;
 - b. an assessment of social and environment context and projections (eg demographic changes and the impact of the changing climate);
 - c. clear goals and measurable targets (several cities, such as New York, have aligned their strategy goals to United Nations Sustainable Development Goals);
 - d. issues that do not necessarily sit with Council, like health, education, infrastructure, economy, climate change, environment and housing; and
 - e. outcomes for Māori identity and wellbeing (e.g. Auckland Plan 2050), which like Te Herenga Kairangi, Council's first Rautaki Māori (strategy), aims to improve outcomes for Māori.
- 7. We will work alongside Mana Whenua and communities in Te Awa Kairangi ki Tai Lower Hutt to formalise our shared aspirations for a thriving city and to improve outcomes for everyone who lives here.
- 8. The city strategy will sharpen the focus on partnership and collaboration to achieve the best interests of our city, lifting our sights beyond purely Council business in driving future plans. It will set our 30-year aspirations for our people and place.
- 9. An important aspect of developing this strategy is seeking community views so that people own the ideas that are ultimately included in the final document. A key part of this process is bringing stakeholders together at the Lower Hutt City Summit, where people will be asked what they want for our city's future, through facilitated workshops.

Discussion

The strategic framework and principles

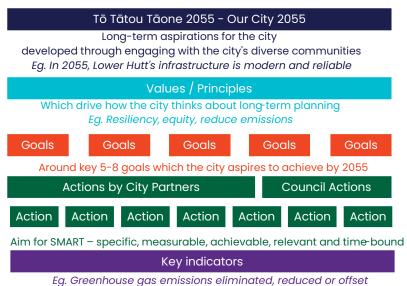
10. Figure 1 shows the strategic framework that will be used to develop Tō Tātou Tāone 2055 – Our City 2055, drawing on best practice from other city strategies. It also sets out key components of the final strategy document. An important point to note is that all stakeholders (city partners and Council) will have actions to deliver against the Strategy.

Figure 1: Strategic Framework



THE STRATEGY WILL BE

TO PRODUCE



- 11. Our City Strategy is being shaped by the following key principles:
 - a. this strategy is being developed for our city (so that everyone will be able to see themselves/their organisations in the strategy);
 - b. diverse voices from across our city will inform priorities;
 - c. Mana Whenua are partners in strategy development;
 - d. the strategy will be an evidence-based document;
 - e. we will be aspirational, but will not ignore the tough issues; and

- f. there will be a focus on identifying top priorities.
- 12. It is important that the project is inclusive and genuinely engages with diverse communities, makes it attractive to participate, and that people genuinely buy-in to the future of the city. This will ultimately help all stakeholders with their long-term planning and investment decisions.

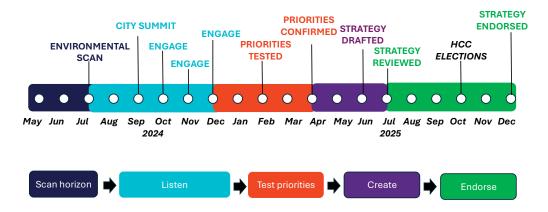
City Leadership Group

13. To ensure that Tō Tātou Tāone 2055 – Our City 2055 is owned and implemented by stakeholders across the city, we intend to establish a City Leadership Group. The group would provide a forum to test and agree strategy priorities and drive action on the strategy. It would include participants from Council, Mana Whenua, business and other key stakeholders.

The Project plan and timeline

14. The strategy will be developed throughout 2024 and 2025, following the timeline noted in Figure 2 below.

Figure 2: Project Timeline



The 'Scan Horizon' phase

- 15. The first phase has involved collecting data and insights to provide an evidence base to inform strategy development. This includes a snapshot of the current state of our city and mega-trends that are impacting our world, country and city, including the changing climate, ageing population and rapid technological change. Key actions of this phase include:
 - a. developing an environmental scan;
 - b. key stakeholder interviews; and
 - c. collecting data and insights.

The 'Listen' Phase and City Summit

16. The 'listen' phase occurs in the second half of 2024 and includes a Lower Hutt City Summit hosted by the Mayor on 18 September 2024.

- 17. Over 30 people from across our city are invited to the summit, including businesses and community groups, school principals, marae, sports clubs, and government agencies. We're bringing people together to help shape the future of our city, tackling the question: *What can we do today that future generations will thank us for?*
- The City Summit will also formally launch engagement on Tō Tātou Tāone 2055 – Our City 2055. One desired output of the summit is to provide the origins of a city leadership group. Key actions of this phase include:
 - a. engaging with Mana Whenua;
 - b. Lower Hutt City Summit (18 September 2024); and
 - c. wider stakeholder engagement.

Testing priorities and drafting the strategy

- 19. In early 2025, we will test and confirm priorities with key stakeholders and the city leadership group and generate key initiatives to support the delivery of long-term goals. The strategy document will be drafted by June 2025. Key actions of these phases include:
 - a. identifying and testing priorities;
 - b. agreeing goals and key initiatives; and
 - c. producing the draft strategy.

Endorsing Tō Tātou Tāone 2055 - Our City 2055

- 20. The draft strategy document will be submitted to the City Leadership Group in July 2025. Members would then have the opportunity to discuss Tō Tātou Tāone 2055 – Our City 2055 with their organisations and broader stakeholders. The Policy, Strategy and Finance Committee will also receive the draft strategy for review in July 2025. Over this period, Council will release the draft document for public consultation.
- 21. Feedback will be considered, and a revised strategy document will be produced for collective endorsement by Council, Mana Whenua and the city leadership group. This process will happen following the 2025 elections when the new Council is in place. Key actions of this phase include:
 - a. submitting draft strategy to city leadership group;
 - b. inviting public feedback on the draft document;
 - c. producing final document; and
 - d. endorsing strategy (all representatives in the City Leadership Group).

Engagement approach

22. The main objectives for engagement include capturing information and insights to inform the development of the city strategy, ensuring that people are well informed about the challenges we face and opportunities for our city, and positioning Tō Tātou Tāone 2055 – Our City 2055 as a 'city' strategy rather than a 'Council' strategy, which reflects community views.

- 23. Priorities for engagement include working with Mana Whenua as partners in strategy development, engaging with key stakeholders and encouraging participation from our city's diverse communities.
- 24. Engagement events and activities include (but are not limited to) the Lower Hutt City Summit, creation of a city leadership group, regular updates to the Mana Whenua Quarterly Hui, key stakeholder interviews, and meetings with communities of interest. There will also be opportunities for public engagement on the draft strategy document.
- 25. Officers will regularly update the Committee throughout the city strategy development process.

Options

26. Options are not relevant to this matter, which relates to progress in developing a city strategy.

Climate Change Impact and Considerations

- 27. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
- 28. The projected impact of the changing climate and other environmental considerations will feature strongly in developing the city strategy.

Consultation

- 29. This project was discussed at the Mana Whenua Quarterly Hui in August 2024.
- 30. Regular and consistent community engagement is a key objective in developing the city strategy. This will be factored into the development of the engagement plan.

Legal Considerations

31. Not applicable.

Financial Considerations

32. There is a budget allocated in the Long Term Plan for the city strategy.

Appendices

There are no appendices for this report.

Author: Amy Prebble Principal Advisor City Strategy

Reviewed By: Richard Hardie Head of Strategy and Policy

Reviewed By: Jarred Griffiths Director Strategy and Engagement

Approved By: Jo Miller Chief Executive

HUTTCITY TE AWA KAIRANGI Policy, Finance and Strategy Committee

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19 August 2024

Report no: PFSC2024/4/264

2024 Standard and Poor's Credit Rating

Purpose of Report

 The purpose of this report is to inform the Committee that on 28 August 2024, Standard and Poor's (S&P) Global Ratings lowered the Hutt City Council long term credit rating by one notch, from AA to AA-, with the rating outlook maintained at a 'negative' outlook. The short term rating of A-1+ remained unchanged.

Recommendation

That the Committee receives and notes the report.

Background

- 2. There is no legislative requirement for Council to have a credit rating, likewise, Council's Treasury Risk Management Policy does not require a rating.
- 3. Across New Zealand there are currently 38 councils that have a credit rating. This includes, for example, Wellington City Council, Greater Wellington Regional Council, Porirua City Council, Tauranga City Council and Auckland Council. Most of the S&P credit ratings are in the AA range (i.e. AA+ to AA-) which is a very strong international credit rating. Refer to Appendix 2 for the full listing of ratings.
- 4. A credit rating is essentially a 'signal' to lenders about an entity's ability to fully meet borrowing obligations. A strong credit rating enables a Council to access multiple debt markets (Local Government Funding Agency, banking institutions, private placements), at a lower cost due to the perceived risk.
- 5. Although New Zealand's local government credit ratings rank as the third highest in the world globally, a level of uncertainty around water reform, councils' limited revenue streams and high infrastructure responsibilities have led generally to downward pressure on ratings for councils across the country. New Zealand councils' debt levels have been increasing and the country as a whole is facing escalating costs and inflationary pressures.

- 6. The published S&P rating actions show a number of New Zealand local authorities who have received a downgrade in their ratings in recent months:
 - July 2024 Porirua City Council was downgraded to AA- from AA, with a negative outlook.
 - June 2024 Horowhenua District Council was downgraded to A+ from AA-, with a negative outlook.
 - June 2024 Bay of Plenty Regional Council was downgraded to AA-from AA, with a stable outlook.
- 7. During Hutt City Council's Annual Plan 2023-24 and the Long Term Plan 2024-2034 (LTP) processes, the risks of a potential downgrade of our AA credit rating from S&P was highlighted. It was also signalled that a downgrade in the credit rating would result in higher borrowing costs. The key elements driving up the risks were:
 - cost pressures across both operating and capital costs, off the back of Covid and a challenging economic context with high inflation, resourcing constraints and much higher borrowing costs.
 - significantly increased capital investment plans driving up higher debt levels. These plans are addressing the historical backlog of investment particularly in three waters and delivering growth related infrastructure to support a growing population and enable housing outcomes.
 - limited ability to offset costs with revenue streams, particularly rates affordability being a key constraint, with revenue increases phased in over the long term to support affordability constraints for ratepayers.

Outcome of the most recent credit rating review

- 8. S&P annually reviews Council's credit rating. The most recent review was completed from early August. The outcome of the review was made publicly available on 28 August 2024.
- 9. The S&P rating downgraded Council's credit rating to AA- long term with a 'negative' outlook, and A-1+ short term. The credit rating outlook was maintained at 'negative'.
- 10. The table that follows shows how the Local Government Funding Agency (LGFA) provides lending at a range of margins dependent on Councils' credit rating.

Table 1: LGFA lending margins

Credit Rating	Additional Lending Margin
AA & AA+	0.25%
AA-	0.30%
A+	0.35%
Unrated Guarantor	0.45%
Unrated Non-Guarantor	0.55%

- 11. Hutt City Council's downgrade one notch to an AA- credit rating will result in the lending margin moving to 0.30% from 0.25%. The high-level financial impact of the downgrade is expected to be an additional \$5,000 of interest costs per \$10M of debt. Based on the current gross debt of around \$550M, it would result in additional interest costs of \$275,500 per annum.
- 12. Gross debt is projected in the LTP to peak at \$1.2B, so as the debt levels increase, the impact of the S&P rating will have a higher impact. The financial impact of this downgrade will need to be worked through as part of the Annual Plan 2025-26.
- 13. The S&P detailed review is attached as Appendix 1 to the report. This includes a summary rating score snapshot which is summarised in Table 2. A five-point scale is used for all the rating factors except for the 'institutional framework' where a six-point scale is used. One is the strongest score that can be achieved. The detailed results in this snapshot show no change for 2023 compared to the last two years.

Key rating factor	2024	2023	2022	2021	2020	2019
Institutional framework	1	1	1	1	1	1
Economy	2	2	2	2	2	2
Financial management	3	2	2	2	2	2
Budgetary performance	4	3	3	3	3	4
Liquidity	2	2	2	2	1	2
Debt burden	4	4	4	4	4	4

Table 2: Rating score snapshot results

14. Key messages included in the report to explain the rating outcome:

Overviews:

Hutt City Council's (Hutt) financial outcomes are very weak. Rising operating and capital expenditure (capex) will ensure after capital account deficits remain much weaker than 'AA' rated peers. This is despite historically large rate increases.
We believe financial management has weakened because of the fiscal outlook, rapidly rising debt and interest costs, and the council delivering one of the largest after capital account deficits on record in fiscal 2024 (year ending June 30). The weakening fiscal outlook is partly driven by the council's focus on correcting historical underspending on infrastructure and accommodating population growth.
We lowered our long-term issuer credit rating on Hutt to 'AA-' from 'AA'. We affirmed the 'A-1+'short-term issuer credit rating.

- The negative outlook on the long-term rating reflects downward pressure from Hutt's rising debt and interest costs, and the weakening institutional settings in New Zealand's local government sector.

More detailed content in the S&P report

- We lowered our ratings on Hutt because recent budgetary outcomes have been much weaker than we previously expected. Further, the fiscal outlook is much weaker than that of 'AA' rated peers globally. The council's accumulation of debt has been much faster than we forecast as the council's operating budget is weaker than we expected, and it has increased its capacity to deliver capex.

The council adopted its 2024-2034 Long-Term Plan (LTP) in June 2024, continuing its focus on dealing with a backlog of historic underinvestment in key infrastructure. This backlog has built up over the past few decades as previous elected officials failed to adequately invest on asset renewals and to build for a growing population. To soften financial pressures, Hutt plans to implement several years of very large increases in property rates revenue to help fund its capex program. This will help to increase its ratepayer base by more than 50% from 2024 to 2027. Nevertheless, financial outcomes are likely to remain very weak.
A large capex pipeline will keep deficits wide and drive debts higher; a robust prefunding strategy will keep liquidity afloat.

- Hutt's executive team is experienced and well-staffed. The council's elected members have acted cohesively in passing budgets and LTPs without delays, including enacting historically large rate increases.

- The institutional framework within which New Zealand councils operate is a key factor supporting Hutt's credit profile. We believe this framework is currently one of the strongest and most predictable globally. It promotes a robust management culture, fiscal discipline, and high levels of transparency and disclosure. However, rising infrastructure budgets and responsibilities are exerting pressure on the finances of New Zealand local governments. Furthermore, the sector has elevated policy uncertainty.

- 15. S&P has provided the following content to explain the methodology for rating budgetary performance and financial management for a council:
 - *S&P's budgetary performance assessment measures the level of expected cash inflows and outflows from operating and investment activities. It assesses the level and stability of a council's cashflows that are available to service debt and*

interest payments. For example, weaker budgetary performance means a council has less cash flows available to service its debt and interest payments. This means credit risk would be higher for a council running large deficits compared to a council running surpluses.

- To determine budgetary performance, we examine two areas:
 - Operating balances which measure the ability of a council to finance its operational costs with recurring revenues (such as taxes, rates, user charges and operating subsidies), and
 - After capital account balances which measures the overall funding needs of a council including its operations (above) and capital accounts (i.e. capital revenue and expenditure). This concept is similar to the Crown's "Residual cash balance".
- *S&P's financial management assessment looks at a government's political framework and how it affects its ability to service debt over time. It also reflects overall financial outcomes (such as budgetary performance and debt). To determine financial management, we examine areas such as:*
 - Elected officials' commitment to fiscal discipline including their ability and willingness to make difficult and unpopular decisions to ensure the council is financially sustainable. It also looks at impediments that could cause financial issues (such as split councils or minority governments), and the capacity and skills of management to implement policies.
 - Quality of financial planning and processes. For example, the credibility, stability and comprehensiveness of budgets, and the monitoring and ability of a council to control its revenues and expenses (including capex).
 - Debt and liquidity policies, and risk appetite. We look at a council's debt management policies including growth, limits, and foreign exchange and interest risk exposure/hedging. We also examine liquidity policies such as cash management, minimum reserves, and credit facilities. Risk appetite also looks at insurance policies, and exposure to "off-balance sheet" activities.
- 16. S&P has provided the following content to explain the changes in the HCC credit assessment published on 28 August 2024.
 - We lowered the council's budgetary performance from 'average' to 'weak' because:
 - a. The council has run very large after capital account deficits (i.e. residual cash deficits) over the past 2 years. We forecast large deficits to continue, albeit much lower than that recorded in 2024. We consider these to be very large in a global context.
 - b. The NZ council sector as a whole has the weakest budgetary performance amongst 'AA' rated local government systems globally. This is mainly due to large infrastructure needs imposed on them, and limited revenue streams available to them, by the Crown.
 - c. We removed a positive qualitative adjustment for "strong budgetary flexibility". Given the very weak financial outcomes we don't consider the council has an ability to raise revenues substantially more than it already has, or to substantially cut capex to narrow the deficit significantly. This

considers large rate increases already in our forecasts and the large increase in capex over recent budgets.

- 2. We lowered the council' financial management from 'strong' to 'average' because:
 - d. On a global peer comparison we no longer believe the council's financial management is 'strong' because, as noted above, it has permitted financial outcomes to become very weak. These deficits mean the council has experienced a steep rise in debt and interest costs. For instance, interest costs relative to operating revenues has doubled since 2023. This is partly explained by higher interest rates, but also the council's debt management policies (such as hedging preferences and tenor of issuance etc), and the overall rise in debt. We also considered multiple increases to debt limits in recent years that have allowed deficits and debt levels to rise rapidly.
 - e. The weakening assessment does not imply that the council's policies and spending decisions are bad or inappropriate. It reflects the higher credit risk the council is facing. The increase in spending reflects the council's decision to make up for historical underspending on essential infrastructure, and to address growth pressure. We believe this will help support the city's economic growth prospects (and credit rating) in the long term because it should support revenue growth at some point in the future to fund debt service.

Climate Change Impact and Considerations

17. There are no climate change impacts or considerations arising from this report.

Consultation

18. There are no consultation requirements arising from this report.

Legal Considerations

19. There are no legal considerations arising from this report.

Financial Considerations

20. There are no further financial considerations apart from those noted in the report.

Appendices

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1 <u>.</u>	Final Standard and Poors results	203
2 <u>J</u>	List of LGFA Guarantors (Current)	211

Author: Glenn Usoalii-Phillips Treasury Officer

Reviewed By: Jenny Livschitz Group Chief Financial Officer

Approved By: Jo Miller Chief Executive

S&P Global Ratings

Research Update:

RatingsDirect®

Hutt City Council Downgraded To 'AA-/A-1+' On Weaker Management And Fiscal Outcomes; Outlook Negative

August 28, 2024

Overview

- Hutt City Council's (Hutt) financial outcomes are very weak. Rising operating and capital expenditure (capex) will ensure after capital account deficits remain much weaker than 'AA' rated peers. This is despite historically large rate increases.
- We believe financial management has weakened because of the fiscal outlook, rapidly rising debt and interest costs, and the council delivering one of the largest after capital account deficits on record in fiscal 2024 (year ending June 30). The weakening fiscal outlook is partly driven by the council's focus on correcting historical underspending on infrastructure and accommodating population growth.
- We lowered our long-term issuer credit rating on Hutt to 'AA-' from 'AA'. We affirmed the 'A-1+' short-term issuer credit rating.
- The negative outlook on the long-term rating reflects downward pressure from Hutt's rising debt and interest costs, and the weakening institutional settings in New Zealand's local government sector.

Rating Action

On Aug. 28, 2024, S&P Global Ratings lowered its long-term issuer credit rating on Hutt, a New Zealand local government, to 'AA-' from 'AA'. At the same time, we affirmed our 'A-1+' short-term issuer credit rating on the council. The outlook is negative.

Outlook

The negative outlook captures the risk that Hutt's debt and interest costs may rise beyond our expectations, and incorporates downward pressure on the institutional settings for New Zealand's local government sector.

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August 28, 2024

Downside scenario

We could lower our ratings on Hutt if its debt exceeds 240% of its operating revenues or if its average interest costs surpass 10% of its operating revenues. This could occur if the council's forecast increases in revenue do not eventuate, if expense growth is not contained, or if capex increases.

We could also lower our ratings on Hutt if the local government sector's overall commitment to strong finances continues to deteriorate, as indicated by large sectorwide cash deficits and further growth in the sector's already-elevated debt burden. This could result from inadequate revenue growth to fund capex, or changes in central government policy that undermine the financial outcomes of the sector.

Upside scenario

We could revise the outlook on Hutt to stable if its after capital account deficits narrowed substantially, leading to lower debt- and interest-to-operating revenue ratios, and if the overall commitment of the New Zealand local government sector to strong finances improves.

Rationale

We lowered our ratings on Hutt because recent budgetary outcomes have been much weaker than we previously expected. Further, the fiscal outlook is much weaker than that of 'AA' rated peers globally. The council's accumulation of debt has been much faster than we forecast as the council's operating budget is weaker than we expected, and it has increased its capacity to deliver capex.

We estimate Hutt, at a group level, delivered a 51% after capital account deficit in fiscal 2024, following a 36% deficit in fiscal 2023. The deficit in 2024 is amongst the weakest recorded in the New Zealand council sector, which has lagged all other S&P Global Ratings rated local government systems across the world. This weighs on our view of financial management. While the 2024 result was inflated due to delayed receipts of external subsidies, rising operating expenses and improving capex delivery will continue to weigh on finances over the next three years. We also estimate Hutt will be one of a few New Zealand councils to run an operating deficit in fiscal 2024. Our financial forecasts consolidate Urban Plus Ltd. and Seaview Marina Ltd., two council-controlled trading organizations that Hutt wholly owns. Both organizations operate for the benefit of the council's ratepayers and receive council support such as financing.

The council adopted its 2024-2034 Long-Term Plan (LTP) in June 2024, continuing its focus on dealing with a backlog of historic underinvestment in key infrastructure. This backlog has built up over the past few decades as previous elected officials failed to adequately invest on asset renewals and to build for a growing population. To soften financial pressures, Hutt plans to implement several years of very large increases in property rates revenue to help fund its capex program. This will help to increase its ratepayer base by more than 50% from 2024 to 2027. Nevertheless, financial outcomes are likely to remain very weak.

Our base case assumes Hutt will continue to deliver all water-related activities. In May 2024, the New Zealand central government (the Crown) introduced the first of two planned pieces of legislation to implement its "Local Water Done Well" reforms. These reforms could give councils the option to shift water assets into new regional water utilities. This bill passed its third reading in Parliament and is awaiting royal assent. The second piece of legislation is due by December

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2024. The reforms could change the composition of Hutt's revenues, expenses, and debt, depending on the final form of the changes.

A large capex pipeline will keep deficits wide and drive debts higher; a robust prefunding strategy will keep liquidity afloat

We estimate Hutt will run after capital account deficits averaging 20% of total revenues over the next three years, following an average 44% deficit in the preceding two years. We expect capex to average NZ\$244 million over the next three years, well above the NZ\$75 million and NZ\$137 million delivered in fiscal years 2022 and 2023, respectively. The increase in spending largely reflects the council's focus on improving its ageing water infrastructure network, contributing more than half of its planned capex in the next decade. While increases in the cost of labor and materials are contributing to the increase, improvements to the council's own processes and capability have ensured it can deliver a higher proportion of its budgeted capex.

We forecast Hutt will deliver operating surpluses averaging 16% of operating revenues over the next three years as it contains operating expenses and raises revenue from property rates. This compares to an estimated deficit of 10% in fiscal 2024 and a surplus of 3% in fiscal 2023, which were among the weakest operating results of rated New Zealand councils. As part of its LTP, the council plans to increase rates by more than 12% a year between 2025 and 2030 to support budgetary outcomes. To support fiscal outcomes, the council has identified NZ\$38 million of cost savings in its LTP over the next 10 years.

Hutt's budgetary flexibility is neutral compared to peers, in our view. While it plans to raise revenues to help offset budgetary pressures, its large infrastructure backlog will be difficult to scale back or defer, in our view.

We estimate Hutt's total tax-supported debt will reach 224% of operating revenues by fiscal 2027. This compares with only 126% in fiscal 2022. We estimate debt to spike to 257% of operating revenues in fiscal 2024. The 2024 ratio is inflated by timing mismatches in the council's estimated 2024 operating outcome, which resulted in lower operating revenues. Consequently, we expect the tax-supported debt ratio to settle lower in the next three years as operating revenues grow. We forecast Hutt's interest expenses to average 9% of operating revenues between fiscal years 2024-2026, which is more than double its interest costs in fiscal 2023. This is due to the large stock of debt raised in 2024 at much higher interest rates.

We consider Hutt's contingent liabilities to be small, mainly reflecting its exposure to natural disasters such as floods and earthquakes. The council is part of the Outer Wellington shared services syndicate with four other councils in the region and is jointly insured for above- and below-ground assets. Quantifiable contingent liabilities were about 5% of operating revenue in fiscal 2023, mainly capturing provisions the council has made for landfill aftercare.

The council's liquidity coverage is strong, underpinned by its prefunding strategy. Hutt prefunds its upcoming debt maturities up to 18 months in advance, mitigating its refinancing risk. We estimate cash and liquid assets after budgetary needs will be sufficient to cover 134% of upcoming debt maturities and interest costs. Hutt's liquid assets include NZ\$40 million in cash and term deposits at the end of fiscal 2024, NZ\$60 million in standby facilities and NZ\$61 million in contracted funding raised since June 30, 2024. This should cover NZ\$40 million in upcoming debt maturities and NZ\$27 million in interest expenses in fiscal 2025. As annual debt maturities and interest expenses rise in the next two years, we anticipate the council's debt service coverage ratio will range between 80%-120%.

We consider that access to the New Zealand Local Government Funding Agency (LGFA) provides

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Hutt and most of its New Zealand peers with strong access to a well-established source of external liquidity. In our view, the LGFA benefits from an extremely high likelihood of extraordinary central government support and has helped Hutt lengthen its maturity profile and reduce interest expenses.

Hutt's financial management has weakened, and New Zealand's institutional framework could also weaken

We believe financial management has weakened. The council has delivered exceptionally weak financial outcomes over the past two years as it seeks to address infrastructure backlogs and growth pressures. This has seen debt broadly double as a proportion of revenues in a short period despite the announcement of savings targets and historically large rate increases in the 2024 LTP.

Hutt's executive team is experienced and well-staffed. The council's elected members have acted cohesively in passing budgets and LTPs without delays, including enacting historically large rate increases. Supporting financial management is the fact the council does not borrow in foreign currencies, and hedges interest exposure well. Further, Hutt prefunds its debt maturities, which lowers refinancing risks and supports its liquidity management. We believe its council-controlled organizations have robust governance and oversight, which ensures they are well managed.

The institutional framework within which New Zealand councils operate is a key factor supporting Hutt's credit profile. We believe this framework is currently one of the strongest and most predictable globally. It promotes a robust management culture, fiscal discipline, and high levels of transparency and disclosure.

However, rising infrastructure budgets and responsibilities are exerting pressure on the finances of New Zealand local governments. Furthermore, the sector has elevated policy uncertainty. The Crown has tabled the first bill of its water reforms after repealing the previous government's reforms. This bill could pass in coming months and a second bill is due in December 2024.

If these trends continue, we could lower the institutional framework settings for local councils in New Zealand (see "New Zealand Councils' Extremely Predictable And Supportive Institutional Settings Are At Risk," published on RatingsDirect on Feb. 18, 2024).

Hutt is the second largest of six subregions in the Greater Wellington area, after Wellington City. The city has about 114,000 residents. In our view, it has more limited growth prospects than its peer cities, given economic growth and population generally lag the national average. Growth prospects could improve over the longer term as Hutt benefits from a broader shift to remote working and attracts more workers from Wellington City.

According to Infometrics (a New Zealand economic consultancy firm), the city's real GDP fell by 1.0% in the year to March 2024. Higher interest rates have restricted spending and weigh on growth across New Zealand. Hutt's labor market indicators remained solid, recording 1.8% growth in employment numbers in the year to March 2024. Unemployment was 3.1%, compared with 4.0% nationally.

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Key Statistics

Hutt City Council--Selected indicators

(mil. NZ\$)

	2023	2024e	2025bc	2026bc	2027bc
Operating revenues	211	201	323	339	379
Operating expenditures	205	222	294	287	292
Operating balance	6	(20)	29	52	87
Operating balance (% of operating revenues)	3.0	(10.1)	9.0	15.2	22.9
Capital revenues	39	63	97	97	104
Capital expenditures	137	179	206	258	269
Balance after capital accounts	(91.0)	(135.7)	(79.1)	(108.7)	(77.8)
Balance after capital accounts (% of total revenues)	(36.3)	(51.2)	(18.8)	(24.9)	(16.1)
Debt repaid	36	70	40	80	66
Gross borrowings	151	210	141	197	178
Balance after borrowings	24	4	22	8	34
Tax-supported debt (outstanding at year-end)	372	519	621	738	850
Tax-supported debt (% of consolidated operating revenues)	175.9	257.5	192.2	217.7	224.4
Interest (% of operating revenues)	4.4	9.4	8.3	9.7	10.0
National GDP per capita (single units)	76,370	77,578	80,116	82,945	85,949

The data and ratios above result in part from S&P Global Ratings' own calculations, drawing on national as well as international sources, reflecting S&P Global Ratings' independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. e--Estimate. bc--Base case reflects S&P Global Ratings' expectations of the most likely scenario. N/A--Not applicable. N.A.--Not available. N.M.--Not meaningful.

Ratings Score Snapshot

Hutt City Council

Key rating factors	Scores
Institutional framework	1
Economy	2
Financial management	3
Budgetary performance	4
Liquidity	2
Debt burden	4
Stand-alone credit profile	aa-

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Hutt City Council (cont.)

Key rating factors	Scores
Issuer credit rating	AA-

S&P Global Ratings bases its ratings on non-U.S. local and regional governments (LRGs) on the six main rating factors in this table. In our "Methodology For Rating Local And Regional Governments Outside Of The U.S.," published on July 15, 2019, we explain the steps we follow to derive the global scale foreign currency rating on each LRG. The institutional framework is assessed on a six-point scale: 1 is the strongest and 6 the weakest score. Our assessments of economy, financial management, budgetary performance, liquidity, and debt burden are on a five-point scale, with 1 being the strongest score and 5 the weakest.

Key Sovereign Statistics

- Sovereign Risk Indicators. An interactive version is available at http://www.spratings.com/sri

Environmental, social, and governance (ESG) credit factors for this change in credit rating/outlook and/or CreditWatch status:

- Other governance factors

Related Criteria

- General Criteria: Environmental, Social, And Governance Principles In Credit Ratings, Oct. 10, 2021
- Criteria | Governments | International Public Finance: Methodology For Rating Local And Regional Governments Outside Of The U.S., July 15, 2019
- General Criteria: Methodology For Linking Long-Term And Short-Term Ratings, April 7, 2017
- General Criteria: Principles Of Credit Ratings, Feb. 16, 2011

Related Research

- Default, Transition, and Recovery: 2023 Annual International Public Finance Default And Rating Transition Study, Aug. 21, 2024
- New Zealand's Water Infrastructure Reshuffle Could Alter Local Government Funding Agency's Lending Mix, Aug. 12, 2024
- Economic Outlook Asia-Pacific Q3 2024: Exporters And EMs Are Outperforming, June 24, 2024
- Global LRGs Rating History List, June 18, 2024
- New Zealand Councils Will Lean Into Rising Credit Risk, May 6, 2024
- New Zealand Local Government Funding Agency Ltd. Ratings Affirmed; Outlook Stable, Feb. 27, 2024
- New Zealand Councils' Extremely Predictable and Supportive Institutional Settings Are At Risk, Feb. 18, 2024
- Various Rating Actions Taken On New Zealand Local Councils On Weakening Institutional Framework Trend, Feb. 18, 2024

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- Global Ratings List: International Public Finance Entities January 2024, Jan. 18, 2024
- Local and Regional Governments' Workarounds Are Running Out Of Time, Dec. 6, 2023
- New Zealand Local Government Outlook 2024: Bridge Over Troubled Waters, Nov. 19, 2023

In accordance with our relevant policies and procedures, the Rating Committee was composed of analysts that are qualified to vote in the committee, with sufficient experience to convey the appropriate level of knowledge and understanding of the methodology applicable (see 'Related Criteria And Research'). At the onset of the committee, the chair confirmed that the information provided to the Rating Committee by the primary analyst had been distributed in a timely manner and was sufficient for Committee members to make an informed decision.

After the primary analyst gave opening remarks and explained the recommendation, the Committee discussed key rating factors and critical issues in accordance with the relevant criteria. Qualitative and quantitative risk factors were considered and discussed, looking at track-record and forecasts.

The committee's assessment of the key rating factors is reflected in the Ratings Score Snapshot above.

The chair ensured every voting member was given the opportunity to articulate his/her opinion. The chair or designee reviewed the draft report to ensure consistency with the Committee decision. The views and the decision of the rating committee are summarized in the above rationale and outlook. The weighting of all rating factors is described in the methodology used in this rating action (see 'Related Criteria And Research').

Ratings List

Downgraded; Ratings Affirmed					
	То	From			
Hutt City Council					
Issuer Credit Rating	AA-/Negative/A-1+	AA/Negative/A-1+			

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Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at www.spglobal.com/ratings for further information. Complete ratings information is available to RatingsDirect subscribers at www.capitaliq.com. All ratings affected by this rating action can be found on S&P Global Ratings' public website at www.spglobal.com/ratings.

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LGFA Covernment Function Te Pūtea Kāwar	nding Agency
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LGFA Guarantors as at 29 August 2024	Long Term Issuer Credit Rating			
(alphabetical order)	S&P Global Ratings	Fitch Ratings	Moodys	
Ashburton District Council		AA+		
Auckland Council	AA		Aa2	
Bay of Plenty Regional District Council Canterbury Regional Council	AA-	AA+		
Carterton District Council				
Central Hawke's Bay District Council				
Central Otago District Council				
Christchurch City Council	AA			
Clutha District Council Dunedin City Council	AA (negative)	AA-		
Far North District Council	AA (negative)	AA		
Gisborne District Council		,		
Gore District Council				
Grey District Council				
Hamilton City Council	AA-			
Hastings District Council Hauraki District Council	AA- (negative)			
Hawkes Bay Regional Council		AA		
Horowhenua District Council	A+ (negative)			
Hurunui District Council				
Hutt City Council	AA- (negative)			
Invercargill City Council	 	AA+		
Kaipara District Council Kapiti Coast District Council	AA (negative)			
Mackenzie District Council				
Manawatu District Council				
Manawatū-Whanganui Regional Council				
Marlborough District Council	AA (negative)			
Masterton District Council Matamata-Piako District Council				
Napier City Council		-		
Nelson City Council	AA (negative)			
New Plymouth District Council	AA+ (negative)			
Northland Regional Council				
Otago Regional Council				
Otorohanga District Council Palmerston North City Council	AA (negative)			
Porirua City Council	AA- (negative)			
Queenstown Lakes District Council		AA-		
Rangitikei District Council				
Rotorua District Council		AA-		
Ruapehu District Council Selwyn District Council		AA+		
Southland District Council				
Southland Regional Council				
South Taranaki District Council	AA (negative)			
South Waikato District Council				
South Wairarapa District Council Stratford District Council				
Taranaki Regional Council				
Tararua District Council				
Tasman District Council	AA (negative)			
Taupo District Council	AA+ (negative)			
Tauranga City Council	A+			
Thames-Coromandel District Council Timaru District Council	}	AA-		
Upper Hutt City Council	A+ (negative)			
Waikato District Council		AA+		
Waikato Regional Council				
Waimakariri District Council	AA (negative)			
Waimate District Council Waipa District Council	 	~ ^ ^		
Waipa District Council Waitaki District Council		AA-		
Waitomo District Council				
West Coast Regional Council				
Westland District Council				
Wellington City Council	AA+			
Wellington Regional Council	AA+ (negative)			
Western Bay of Plenty District Council Whakatane District Council	AA (negative)	AA-		
Whanganui District Council	AA (negative)			
Whangarei District Council	AA			

HUTTCITY TE AWA KAIRANGI Committee

02 September 2024

Report no: PFSC2024/4/265

Submission on the Redesign of the Vocational Education and Training System

Purpose of Report

 To consider approving the joint submission on the redesign of the vocational education and training system from Hutt City Council, Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui, Taranaki Whānui ki Te Upoko o Te Ika a Māui (Port Nicholson Block Settlement) Trust; Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated; Hīkoikoi Management Limited on behalf of the Wellington Tenths Trust, Palmerston North Māori Reserve Trust; Te Rūnanga o Toa Rangatira Incorporated; and Hutt City Council along with the Hutt Valley Chamber of Commerce, regarding the proposed changes to the Vocational Education and Training System by the Ministry of Education.

Recommendations

That the Committee:

- (1) receives and notes the report;
- (2) approves the joint submission regarding the proposed changes to the Vocational Education and Training System attached as Appendix 1 to the report; and
- (3) notes that the consultation closes on 12 September 2024.

Background

- 2. The government has announced that it is consulting on proposed changes to the vocational education and training (VET) system.
- 3. This consultation period runs from 1 August to 12 September 2024. More information can be found <u>here</u>.

- 4. The consultation document outlines three core proposals for which feedback is being requested:
 - a) **Proposal 1: Creating a Healthy ITP network that responds to regional needs**: the government requested feedback on the reestablishing of regional ITPs, with a focus on financial and educational sustainability, as well as the establishing a federation of ITPs, anchored on the Open Polytechnic, to provide financial and academic support across regions.
 - b) **Proposal 2**: **Establishing an industry-led system for standards-setting and industry training:** the government requested feedback on two possible options; the establishing of a small number of Industry Training boards, similar to previous Industry Training Organisations, or replacing Workforce Development Councils with a small number of focused, industry-specific standards-setting bodies.
 - c) **Proposal 3: A funding system that supports stronger vocational** education: The government requested feedback on proposed changes to the way vocational training is funded, including the restoration of vocational education funding rates to what they would have been under the previous Student Achievement Component System, reprioritising funding standards from work-based rates to funding standards setting, and establishing funding arrangements to support and incentivise ITPs to engage with regional industries to support development and retention of skilled workers, and to maximise the benefits of international education for regional New Zealand.

Discussion

- 5. A summary of the main points of the joint submission is set out below.
 - a) **Proposal 1:** The joint submission emphasises the vital role of the Institutes of Technology and Polytechnics (ITPs) in supplying skilled workers to local industries. It also emphasises the importance of locally delivered vocational education and training systems integrating schools, Iwi, businesses, and Council. Additionally, it highlights the necessity of including Mana Whenua, Council, employers, young people, and buyers of work in governance structures for comprehensive representation.

- b) Proposal 2: The joint submission emphasises the need to fund local ITP delivery to address regional needs rather than using a federation model. It highlights the financial challenges faced by ITPs and the risks of removing the strategic component of the Unified Funding System without redirecting funding into a similar strategy-based model. It also notes potential disruptions to training and increased labour costs if local and regional training needs are not met. The submission advocates for equity and accessibility, particularly for Māori, and suggests trialling an outcome-based funding system.
- c) **Proposal 3:** The submission emphasises the importance of funding for local ITPs addressing the regions needs, and the risk that a federated model may inhibit funding for specific needs of regions, instead providing broad funding without a local needs-based focus. It notes the financial challenges faced by ITPs. It addresses the risks of removing the strategic component of the Unified Funding System and not re-directing it into a similar strategy-based funding model. The submission reiterates the importance of ITPs in training skilled workers to meet local needs, particularly in light of the infrastructure challenges facing the region and the need for an increased workforce. It suggests that a trial could be run for an outcome-based funding system.
- 6. The joint submission's main message is that local provision of vocational education and training is highly valued, and decision-making on delivery should lie with local communities, which will contribute to improved outcomes for learners, their families and our wider community.

Options

- 7. The Committee has the following options:
 - a) approve the joint submission; OR
 - b) approve the joint submission with amendments noting that officers would need to engage again with key stakeholders; OR
 - c) do not approve the joint submission, thereby withdrawing Council from the joint submission.

Climate Change Impact and Considerations

8. There are no climate change implications.

Consultation

- 9. The Corporate Leadership Team reviewed an early draft of the joint submission.
- 10. Mana Whenua has considered the submissions, provided additional content and now approved the submission, which is attached as Appendix 1 for your consideration.
- 11. The Hutt Valley Chamber of Commerce was consulted on the submission, and their feedback is included. The Chamber approves the submission going forward.

Legal Considerations

12. There are no legal considerations.

Financial Considerations

13. There are no financial considerations.

Appendices

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1 <u>.</u>	Draft HCC Submission - VET Consultation	216

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Author: Kaanihi Butler-Hare Tumuaki Māori

Author: Caryn Ellis Head of Chief Executive's Office

Approved By: Jo Miller Chief Executive <add logos of all submitters>

Redesign of the vocational education and training system

Submission from Hutt City Council, Taranaki Whānui ki Te Upoko o Te Ika a Māui (Port Nicholson Block Settlement) Trust; Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated; Te Rūnanga o Toa Rangatira Incorporated; Hīkoikoi Management Limited on behalf of the Wellington Tenths Trust, Palmerston North Māori Reserve Trust; and Hutt City Council, and the Hutt Valley Chamber of Commerce

Ko te manu kai i te miro, nōna te ngahere, Ko te manu kai i te mātauranga nōna te Ao.

The bird nourished by the miro, remains in the forest, The bird nourished by knowledge, claims the world.

Hutt City Council, Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui, Taranaki Whānui ki Te Upoko o Te Ika a Māui (Port Nicholson Block Settlement) Trust; Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated; Hīkoikoi Management Limited on behalf of the Wellington Tenths Trust, Palmerston North Māori Reserve Trust; Te Rūnanga o Toa Rangatira Incorporated; and Hutt City Council, and the Hutt Valley Chamber of Commerce are providing this joint submission on the government's proposals to redesign New Zealand's vocational education and training system. Individually these organisations may also provide feedback directly or as part of other submissions on the proposals.

Together we are determined to provide better pathways for our people through education and training, to reduce or eliminate NEETS and to meet the needs of the businesses and employers in our city. To do this we need a high quality, financially sustainable, adaptable and responsive local ITP to help us achieve our aspirations so that our people, businesses and community can thrive.

Lower Hutt is home to WelTec which has delivered technical training in various forms for 120 years. The physical base of the Open Polytechnic is based in Lower Hutt and Te Wānanga o Aotearoa has a small campus here. There are also a range of secondary schools, PTEs and ITOs who are an important part of the tertiary education landscape. This submission focuses on WelTec.

Joint submission to the proposal for redesian of the vocational education and trainina system / September 2024 P.

WelTec entered into a strategic partnership with Whitireia in 2012 and together these valued institutions have provided tertiary level vocational education and training to thousands of students who have gone on to successful careers in a broad range of industries and sectors of our economies.

WelTec (and Whitireia) have successfully delivered many targeted programmes of study including a range of secondary to tertiary pathways. Māori and Pasifika Trades Training (MPTT) has changed the lives of many students improving outcomes for graduates and their whānau. This is well documented.

Te Rūnanganui o Te Āti Awa and Te Rūnanga o Toa Rangatira at Whitireia have supported WelTec and Whitireia in their teaching and learning and had a presence on their campuses for many years. The relationship with Iwi is integral to the operation and delivery at both institutions and has contributed to their achievements.

The approach to integrating mātauranga Māori into vocational education reflects our shared commitment to cultural revitalisation. Mana motuhake (self-determination) is important for lwi. We advocate for funding and support for programmes developed by Māori, for Māori, ensuring that the VET system respects and uplifts indigenous knowledge and practices, thereby fostering the unique identity and aspirations of the people of this land. All signatories to this submission support public tertiary education delivery and we want to continue to support our local public institutions. We also support local decision-making as our public institutions know our communities best. Alongside the Hutt City Council, Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui and the Hutt Valley Chamber of Commerce they provide a close connection to industry and this can support making decisions that best suit the local employment environment.

Hutt City Council is investing heavily in our city's infrastructure with a \$2.7B capital spend over the next ten years in our roads, water services, RiverLink, urban growth programme, community facilities and projects to improve our city's resilience. To do this we need people with the skills to deliver the work programme that is ahead of us. Alongside government projects it is expected that there will be over \$5b of investment in construction and infrastructure across our region in the next 10 years. This is a significant opportunity for our rangatahi, our community, and for the strong and viable local ITP to provide education and training that delivers on the needs of the projects, the businesses and the community.

Our city has experienced population growth and there is a housing shortage. We need skilled people to build more homes.

We need graduates who have practical skills, primarily gained through face-to-face delivery and hands-on experience in a learning environment that replicates (or as close as possible) to a workplace.

We are clear that the Crown's significant investment in WelTec, which has a great history, should be maximised so that needs of the thousands of science, technology and manufacturing businesses in the Hutt Valley TVET needs can be met.

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The transition is disrupting existing programs and create uncertainty for students and staff. Ensuring that students' learning pathways remain uninterrupted is crucial. The proposed transition plan appears to address this need effectively. Clear communication and phased implementation are essential to mitigate these risks.

We urge you to consider the voice of business and industry in your decisions. There has been a valuable role for them to play in the vocational sector for many years. Through the work of the Workforce Development Councils over the past few years their voices have been able to be heard. In particular we would note the proactive role of the Waihanga Ara Rau Construction and Infrastructure WDC and the Hanga-Aro-Rau Manufacturing, Engineering and Logistics industry WDC. Their role in championing our local industry has been valuable and their ability to direct TEC towards funding decisions has been important. These two areas of business and industry voice, and funding direction will be important levers needed in the future.

Through this review and reorganisation of the tertiary vocational education and training sector in New Zealand we urge you to champion and invest in local polytechnic provision so that institutions like WelTec can continue their proud history of quality tertiary education provision and meet the needs of businesses, councils and lwi for many years to come.

We have followed the questions posed in the proposal to provide this response.

Proposal 1: Creating a healthy ITP network that responds to regional needs

• Do you agree with the consultation document's statements on the **importance of ITPs**? Why or why not?

Yes the presence of a robust ITP is essential to ensure local industries and major employers like Hutt City Council and our contractors and partners have access to a skilled workforce. WelTec has been important in supporting economic growth. TVET needs to align with the specific needs of the city. Ensuring WelTec continues its proud history of delivery and building on the Crown's significant investment in ITPs means WelTec will be better placed to delivery what we need for our city and all of its people to thrive.

• What do you consider to be the **main benefits and risks** of reconfiguring the ITP sector?

There is potential risk of these changes to current programmes and students. We need certainty for the students, their families, the staff of our ITP sector and employers. Students need to be able to complete their programme of study without disruption especially for face to face programmes.

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• Do you support creating a *federation model* for some ITPs? Why or why not?

Local autonomy and decision-making is crucial for ITPs and is a key driver of success. Based on learning from overseas, a federation model works best when there is local leadership linked into local business, local need and the regional economic market, that is grounded in place.

We know ITPs including WeITec have not done as well as they could have in terms of meeting demand. This has been caused in part through a lack of capital investment over many years resulting in ageing equipment and some poor-quality learning environments.

As noted above in the introductory comments the function of the WDC's in bringing the voice of industry into local decision making and ensuring funding is directed towards the local need are important aspects of a future model.

We need to ensure that whatever model is adopted that the more capital-intensive programmes can be offered to meet community and business needs. This is particularly important in Lower Hutt where we have a significant capital investment programme (see introductory comments).

Regional cooperation has led to innovation and pilots new training programs across regions has allowed for a flexible approach with the private sector collaborating to pool resources, share expertise, and standardise best practices across regions. This has resulted in new training opportunities but for the region does result in significant amount of travel and therefore cost to get students to the training facilities.

We are invested in our local ITP so that they are the trainer of choice for workforce development. The steps that the government has taken to address ITP funding are appreciated and note there is still more that needs to happen regarding funding. We are concerned that through a federated model WeITec provision could shrink. Delivery of economies of scale via this model or an alternative could assist. We believe a merger with other regional ITPs which should be looked into further. Recent innovation in new vocational education opportunities starting in the Hutt Valley from regional cooperation reflects how the collaboration potential can be amplified. Large and small employers draw their workforce and win work across our wider regions and can draw on this cooperation. The current consultation document does not allow for a regional model. We would appreciate further information and discussion on this.

• What are the **minimum programmes and roles** that need to be delivered by the new ITP sector for your region?

We are looking for our ITP to grow including short term programmes, micro-credentials and flexible delivery (those retraining for example). This allows us to maximise the talent we have in our city by making it easier to build on and transfer skills in our people.

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We echo the need for investment in priority areas previously championed through the detailed work of the Wellington Regional Skills Leadership Group – this includes:

- Increase investment in skills development for infrastructure development in engineering programmes from levels 2-6, especially for water, electrical, civil and roading engineering skills and heavy machinery operations.
- Invest in skills for supervision, management, and project management.
- Increase investment in work-based learning to enable workers, young people, reentrants and careers changers, to earn while they learn.
- Increase investment in mechanical engineering trades skills for manufacturing, especially welding and fabrication. Programmes for EVs will be delivered by WelTec next year (level 5) and this is welcomed.
- Increase investment in pre-trades programmes to support entry into the industry and pathways into work-based learning.
- Invest in engineering and digital skills for greater automation in manufacturing.
- Increase investment in mātauranga Māori programmes and programmes developed by Māori for Māori.

There is a need for vocational education programmes that cater to the holistic wellbeing of our Māori students—embracing hinengaro, tinana, and wairua health - the mahi of Matua Meihana Durie still resonates and holds value, but there may be other models that we can use, Te Rūnanga o Te Atiawa utilises a Whitiki Ora model which would similarly work as a framework . We suggest building on what works and what is already here in our rohe to support whānau wellness to ensure educational pathways contribute positively to the overall wellbeing of our communities.

The integration of the traditional stories of Iwi, values, and environmental knowledge into the VET curriculum could involve the development of specialised programmes that blend traditional skills with modern vocational training. This ensures that mātauranga tuku iho remains a cornerstone of the educational approach and acknowledges the importance of Iwi narratives, encouraging their transmission to future generations.

Construction (all trades from pre-trade through to site management, and short employer-focused programmes) and infrastructure. Driver training and other skilled licensing arrangements (e.g. forklift). Project Management, QS, Architectural technology and all related disciplines. Engineering and IT along with administration and business skills.

Māori and Pasifika Trades Training, secondary/tertiary provision through Trades Academy and effectively delivered Gateway programmes is essential for changing the dial especially for our young people.

Traditional delivery in tourism and hospitality as well as hair and beauty should continue.

Health and social services are primarily delivered by Whitireia who provides specialist programmes (some of WelTec's related programmes transferred to Whitireia). The

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nursing programme (Bachelor of Nursing Māori) delivered at Waiwhetū is one example of where local delivery works exceptionally well.

Leadership and governance training that incorporates initiatives that support the development of leadership and governance skills among Māori will nurture future leaders within whānau, hapū, and iwi - and thus our community. This aligns with the focus of lwi on growing rangatira who are equipped to navigate and influence decision-making processes, ensuring that tikanga and kaupapa are upheld in all areas of governance and leadership.

Vocational education and training programmes that include environmental stewardship and sustainable practices, i.e. Kaitiakitanga, reflecting our priorities of protecting and enhancing our whenua , moana, and awa support our environmental and sustainability goals. Training in green technologies, conservation efforts, and sustainable resource management—te mahi tiaki whenua, tiaki taiao, tiaki tāngata—align with our commitment to kaitiakitanga to enable leadership in the sustainability sector. This is particularly important for our city which is at risk of flooding and climate change impacts along our coastline.

Overall, we need a local delivered vocational education and training system that integrates our schools, lwi, our businesses, and our Council to deliver effective programmes that are relevant to our region. We have significant growth coming and we need a well trained workforce that is ready and able to work and grow as the projects are delivered and businesses grow. We can achieve this with the right settings.

• What are the **critical factors needed** (including functions and governance arrangements) to best support a federal model?

Local decision-making, sufficient resources to enable delivery, governance that includes local representation from Mana Whenua, employers, young people and buyers of work such as councils. Closer collaboration between labour market participants was identified as the number one priority at a Council-hosted workshop of 65+ employers and industry leaders from the construction and infrastructure sector in later 2023. This includes understanding the forward pipeline of work, workforce needs,

Proposal 2: Establishing an industry-led system for standards-setting and industry training

• Which option do you prefer overall? Why?

We are not in a position to comment about these options. We would note that we seek the most agile, low cost, effective and efficient system for industry training that delivers for our training needs.

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• What are the main features and functions that Industry Training Boards (Option A) need to be successful?

• Under **Option A**, how important is it that ITBs and non-ITBs be able to **arrange industry training**? Why?

• What are the main **features and functions** that industry standards-setters (**Option B**) need to be successful?

• Are there **key features** of the **Workforce Development Councils** that need to be retained in the new system?

Tailoring educational programs to regional needs is essential, especially in sectors like construction where local knowledge and specific skills are crucial. Key features of the WDC's that need to be preserved are:

- industry voice we need to ensure that engagement with industry covers the full range of employers
- **independence** an independent organisation builds confidence from participants in the workforce development as it allows unbiased involvement, acting free from operational constraints that might affect the outcome of its work and preserves the ability for innovation and collaboration across sectors.
- **Industry expertise** It's important there is no loss of expertise or continuity in the standard-setting process to ensure that training programs meet industry standards.

• Are there **key features** of how the previous **Industry Training Organisations** worked that should be re-introduced in the new system?

The ability to arrange training directly with employers that meets quality standards and local needs. The voice of industry is critical to delivery of relevant training.

• What are the possible **benefits and risks** of having a **short moratorium** on new industry training providers while the new system is set up?

A short moratorium could potentially stifle innovation and the introduction of new training approaches that may better meet emerging industry needs.

It is noted there needs to be time for the new way of working to be set up to allow organisations to align and streamline their operations and prepare for any new working model.

There is a risk we may not meet the needs of our immediate and significant increase in investment in a wide-reaching infrastructure programme that will require an increased workforce to deliver.

Joint submission to the proposal for redesian of the vocational education and trainina system / September 2024

Proposal 3: A funding system that supports stronger vocational education

• To what extent do you support the proposed funding shifts for 2026?

• What benefits and risks need to be taken into account in these changes?

Funding needs to go to local ITP delivery for the benefit of the regions needs (as outlined above). If this funding gets diffused through a federated model this will not assist local delivery or meet our needs. It appears as the same as what we are experiencing with the current Te Pūkenga model. As new investment is approved and arrives we need to make sure our ITP already has in place the qualifications to match the need, it and is not slowed by multi-layered or extraneous approval processes. We would reiterate that the function of the WDC's in bringing the voice of industry into local decision making and ensuring funding is directed towards the local need are important aspects of a future model.

The shifts could enhance the alignment of funding with regional and industry priorities and match local and central government investment in those regions.

The financial challenges faced by ITPs pose a risk to the availability and quality of vocational education programs critical to our industry.

There is significant risk in removing the strategic component of the Unified Funding System and not re-directing this into a similar strategy-based funding model. The Strategic component recognises the need for investing based on regional and national skills requirements, both current and forecasted.

Significant local and central government investment has been made into major infrastructure projects like Te Wai Takamori o Te Awa Kairangi (RiverLink) in Te Awa Kairangi ki Tai (Lower Hutt). Projects like these require the same investment into effective, engaging, local vocational training to ensure they are met with a highly skilled workforce that will deliver them.

The construction and infrastructure industries require a workforce that is not only skilled but also continuously updated on the latest industry standards and technologies. Disruptions in training and workforce development can lead to significant challenges in delivering on infrastructure projects. Skilled labour shortages can result in delays, increased costs, and compromised quality.

If local and regional workforces are not supported to respond to the demand for skills in their region, major projects will need to look to national and international workforces to carry out these works. Not only would this significantly diminish the economic benefit to the people and businesses in the communities experiencing the disruption, but it also adds significant expense which does not align with the 'cost-saving' ethos underlying this proposal.

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With a focus on equity and accessibility we highlight the need for equitable access to vocational education for all, but especially for Māori, and advocate for the removal of barriers to participation, which aligns with our shared commitment to ensuring that all can thrive through education that is accessible, inclusive, and relevant. By promoting te mana taurite in education, we can support the aspirations of our people and ensure that vocational pathways are open to all.

• How should standards-setting be funded to ensure a viable and high-quality system?

We want to see a solution that provides for strong business and industry engagement across our business community. We want the voice of all businesses, no matter their size and complexity, being able to have their local voice into the delivery against their business needs.

• How should the funding system best **recognise and incentivise** the role that ITPs play in engaging with industry, supporting regional development and/or attracting more international students to regions?

The funding system should be simplified, a move towards paying on outcomes achieved could be trialled. The sector has suffered in the past few years due to the bureaucratic overlay of Te Pūkenga. Please take this opportunity to look at simplifying funding at the local level. At a minimum EFTS viewed as "over-delivery" in key skills areas (construction and infrastructure, health and social practice workforce) should be funded to 100%.

A move to longer-term funding that includes a capital component would assist our local ITP. If there is insufficient funding the programmes on offer will continue to narrow to those that are cheapest to provide. This will not meet the needs of our city.

We need to incentivise ITPs to engage closely with industry partners to ensure that training programs are relevant and meet regional workforce needs – following an outcomes model.

• What role should non-volume-based funding play and how should this be allocated?

This funding should be used to support strategic initiatives, such as regional development, industry engagement, and innovation in training programs. It should be allocated based on the specific needs and contributions of each ITP, rather than on student numbers alone.

The future is local

The proposals present an opportunity to enhance New Zealand's vocational education system and to improve delivery locally. The funding saved through disestablishing Te

Joint submission to the proposal for redesian of the vocational education and training system / September 2024 P.9

Pūkenga should be redirected to ITPs to enable them to deliver what our local communities and businesses need now and in the future.

Support for local economic development is a critical opportunity. The alignment of vocational education programmes with local economic opportunities, particularly in construction and infrastructure sectors is crucial to the growth of Lower Hutt and the broader region, and supports our strategic focus of *te whakatipu i ngā uri* investing in future generations. Building capacity and capability by providing for the skills required by local employers, can foster economic resilience and prosperity within our takiwā – which will further reinforce the social and economic value of local investment. Locals can learn locally and go on to make a contribution and impact locally.

More local coordination among all labour force participants, active involvement of Mana Whenua and strong business and industry collaboration are necessary to ensure that these changes strengthen the delivery of TVET for now and into the future.

These outcomes as well as the effectiveness and efficiencies of programme delivery can be amplified through regional cooperation which is not part of the proposal.

In summary we support local provision that meets local needs whether that is in a laboratory, a workshop, at home or in the workplace. We note that the specialist financial support to former ITPs is ongoing and will assist them on a pathway to fiscal sustainability.

We seek further engagement from the Crown as these proposals to redesign TVET in New Zealand are progressed.

Ngā mihi nui.

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MEMORANDUM

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Our Reference



TO: Chair and Members KOMITI RATONGA RANGATŌPŪ ME TE RAUTAKI POLICY, FINANCE AND STRATEGY COMMITTEE

- FROM: Jack Kilty
- DATE: 26 August 2024

SUBJECT: KOMITI RATONGA RANGATŌPŪ ME TE RAUTAKI POLICY, FINANCE AND STRATEGY COMMITTEE FORWARD PROGRAMME

Purpose of Memorandum

1. The memorandum aims to provide the Committee with a draft forward programme of work planned for the Committee for 2024.

Recommendation

That the Committee receives and notes the draft forward programme for 2024 attached as Appendix 1 to the memorandum. **Background**

- 2. The Committee assists Council in setting the broad vision and direction of the city to promote the social, economic, environmental, and cultural well-being of the city's communities in the present and for the future.
- 3. This involves determining specific outcomes that need to be met to deliver on the vision for the city, and overseeing the development of strategies, policies, bylaws, and work programmes to achieve those goals. This committee is also responsible for monitoring the overall financial management and performance of the Council Group.
- 4. The forward programme for 2024 provides a planning tool for both members and officers to coordinate programmes of work for the year. The programme is attached as Appendix 1 to the memorandum.

Executive Summary

5. The forward programme is a working document and is subject to change.

Appendices

No.	Title	Page
1 <u>↓</u>	PFSC Forward Programme 2024	227

Author: Jack Kilty Democracy Advisor

Approved By: Kathryn Stannard Head of Democratic Services

Description	Business Unit	Cycle 4	Cycle 4	Cycle 5	Cycle 5	Pending			
		10 Sept	14 Oct	29 Oct	19 Nov	_			
			draft	Annual					
			Annual	Report					
			Report						
Forward Programme	Democratic		•						
	Services	~			~				
SML six-month report (July-Dec)	Finance				✓				
UPL six month report (July-Dec)	Finance				✓				
Hutt Valley Chamber of Commerce half year report	Business &								
	Economy					\checkmark	2025 (Mar	ch)	
SML draft SOI	Finance					√	2025		
UPL draft SOI	Finance					✓	2025		
Council performance overview quarterly report	EPMO					√	2025		
NZLGFA Half Year Report	Finance					√	2025		
Strategy and Policy work programme	Strategy & Policy					√	2025		
Parking Strategy	Transport	~			✓			raft in July, adopt in Nove	ember
Heritage Policy Options	Strategy & Policy				✓				
Control of Alcohol in Publc Places Bylaw - hearing of	Strategy & Policy	,							
submissions		~							
2024 Standard and Poor's Credit Rating	Finance	~							
Class Four Gambling Venue and Board Venue Policy	Strategy & Policy	~							
Hutt Valley Chamber of Commerce 12 month report	Business &		,						
	Economy		~						
Seaview Business Assoc.12-month report	Business &								
	Economy		~						
Jackson Street programme 12 month report	Business &		~						
	Economy		v						
Love Wainuiomata 12 month report	Business &		~						
	Economy		v						
UPL Annual Report (year end June 2023)	Finance		~						
SML Annual Report (year end June 2023)	Finance		~						
Wellington Water Ltd Annual Report	Environment &		~						
	Sustainability		v						
NZLGFA Annual Report	Finance		✓						
Draft and final Annual Report	Finance		~	~					
Hutt City Group Annual Report	Strategy & Policy					✓			
Tō Tātou Tāone 2055 – Our City 2055	Strategy & Policy	✓ ✓			√				
Residence Survey Report Governments VET Proposal Submission		✓ ✓							<u> </u>
UPL Letter of Expectation					✓ ✓				<u> </u>
SML Letter of Expectation Dog control Bylaw Full Review	Strategy & Policy	+		+	×	√	2025		

