



Cover photos

Top l-r: **Flood protection** (Barrage Gates, South Wairarapa), **environment** (water quality monitoring), **Metlink public transport** (Matangi train)

Bottom l-r: **Transport planning** (road and rail infrastructure planning), **land management** (poplars at Akura Nursery), **water supply** (Stuart Macaskill Lakes, Te Marua)

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Part 1



Overview

Introduction

This draft Long-Term Plan outlines the services we propose to provide over the next 10 years.

If you live in Wellington, Lower Hutt, Upper Hutt, Porirua, Kapiti Coast, Masterton, Carterton or the South Wairarapa, the Greater Wellington Regional Council provides you with a range of services.

We manage and fund public transport services, build and maintain flood protection along our major rivers, provide drinking water for most people in the region, provide regional parks, and manage the region's natural resources – water, coasts, air, soil and biodiversity.

We also lead regional planning for transport, economic development, emergency management and climate change.

What's in this draft Long-Term Plan?

This draft Long-Term Plan proposes a range of activities and services to meet the needs of the region. Much of our business reflects our statutory responsibilities and the existing services we provide. This includes:

- Regional leadership for economic development, transport, and civil defence and emergency management
- Public transport
- Water supply
- Flood protection
- Managing our environment
- Regional parks

We have a number of established plans to guide our major infrastructure programmes. There has been extensive consultation on each of these programmes in recent years and strong community support for continued investment. These previous commitments drive a significant proportion of our proposed spending over the next 10 years.

These commitments include plans to continue our programme of flood protection works along our major rivers. Over the next three years these will include:

- Constructing Boulcott Hutt Stopbank, Lower Hutt
- Stabilising Maoribank Riverbed, Upper Hutt
- Carrying out Lower Waitohu improvement works, Otaki
- Carrying out Jim Cooke Park stopbank improvements, Waikanae
- Implementing Waiohine Floodplain Management Plan outcomes, Wairarapa
- Completing Waiwhetu Stream environmental enhancements, Lower Hutt

There is also a significant programme of public transport renewals and upgrades, some of which form part of the rail packages agreed with Government over the last few years. Over the next three years this will include:

- Commissioning the new Matangi trains onto the rail network
- Refurbishing the Ganz Mavag trains
- Modifying the SE trains for use on the Wairarapa Line
- Continuing to upgrade rail stations and Park & Ride facilities

The draft Long-Term Plan also proposes a number of new projects to improve services and facilities to meet increasing demand or new requirements. One such project is developing a new system of electronic integrated ticketing for all public transport services. This will be a significant step to moving the region's public transport network to the high standard expected by the community.

Improved services are also proposed for our regional parks, land management activities and pest control areas. We also need to earthquake strengthen our buildings or investigate options for co-locating with other local authorities.

We are seeking feedback on these proposed activities, in particular the new service improvements and on any additional services you think we should provide.

We are also consulting the community on the renewed commitment to undertake the Wellington Regional Strategy in collaboration with all other local authorities in the region (see Part 6 of this Plan).

Financial strategy

A new requirement this time around is the inclusion of a financial strategy, which sets out the limits within which we propose to operate and how we will manage our finances. The strategy includes a proposed limit for rates increases and the proposed debt level for Greater Wellington over the next 10 years.

The rates proposed for each year of the Long-Term Plan have been broken down into the sub-categories: existing services, infrastructure programme commitments and proposed service improvements to help identify what is driving our costs. We would also like to hear your view on the level of the rates outlined and whether you think these are appropriate.

Feedback

There are a number of ways you can give us feedback. You can:

- Write a submission. Using our submission form on our website or in our Long-Term Plan Summary or by writing to the Council. Our address is FreePost 3156, Greater Wellington Regional Council, Long-Term Plan, PO Box 11646, Manners Street, Wellington 6142
- Talk to our councillors. You can come along and talk with regional councillors at one of the open days. Details of these are on our website
- Visit our website at www.gw.govt.nz/have-your-say to view a copy of the Long-Term Plan Summary, contribute to discussion forums or send an online submission

While in preparing this plan we have endeavoured to ensure the forecast information is as accurate as possible based on the information we currently have, the actual results achieved are likely to vary and some of the variations may be large. Please note that this plan has been prepared for the specific purpose of s93(6) of the Local Government Act 2002. The information contained in this plan may not be appropriate for any other purpose.



Chair's message

This Plan outlines the proposed activities of the Greater Wellington Regional Council for the next 10 years. While putting it together over the past several months, we have been acutely aware of the economic environment. The global financial crisis is still with us and here in New Zealand we have the added impact of the Canterbury earthquakes – with significant increases in insurance costs and a heightened awareness of the need to future proof our own regional infrastructure.

These are real challenges for our region, as we are already struggling with the huge cost of upgrading the rail infrastructure. In fact, as this Plan goes to print, we are farewelling from service the English Electric carriages that have been a major part of our rail fleet for over 60 years. The replacement Matangi fleet is still not completely rolled out, but the cost of financing these new trains through borrowing is now cutting in. Our policy of inter-generational funding means that we will spread the debt repayments over a number of years to ensure fairness.

Water is the other area where infrastructure upgrades have significant cost. We need to enhance the stopbanks that prevent rivers from flooding urban areas, especially in the Hutt Valley, and enhance our water supply infrastructure to capture the water that a growing region will need in future.

In the light of all these necessary additional costs, we are conscious of the need to keep a tight rein on the budget for our existing activities. Thus in this 10-year plan we

have committed to maintaining an average increase in the cost of existing services to within the rate of inflation. This means that the proposed increase in rates income for existing services next year (2012-13) is 1.3%. However, there will also be further increases – an additional 2.5% of rates income for the rail and flood protection upgrade commitments and 1.7% for proposed new service improvements. This makes a total projected increase of 5.7% that we are seeking for our rates income in 2012/13.

To give you some idea of what this means for you, the table below shows the increases that would be required on an average value residential property in each of the local council areas within the region.

Obviously there are variations between districts. This is because some areas have targeted rates for activities such as flood protection schemes and public transport.

District/city	Average residential property value	Annual rates increase	Weekly rates increase	Average weekly rates
Carterton district	\$215,000	(\$1)	(\$0.02)	\$2.63
Kapiti Coast district	\$363,000	\$19	\$0.36	\$5.81
Lower Hutt city	\$367,000	\$34	\$0.66	\$8.30
Masterton district	\$235,000	\$11	\$0.22	\$2.39
Porirua city	\$379,000	\$9	\$0.18	\$7.99
South Wairarapa district	\$269,000	\$8	\$0.15	\$3.29
Upper Hutt city	\$331,000	\$17	\$0.33	\$7.27
Wellington city	\$509,000	\$17	\$0.33	\$7.09

The question we ask in this consultation is: Do you support the proposed delivery of our activities and the increase in expenditure in some areas of our business where we have to pay for upgrading our infrastructure or for new services the public have previously requested?

Specifically, I draw your attention to the proposed new service improvements that will require an additional 1.7% in rates income next year. These include a range of improvements in land management, pest control and regional parks, and, in particular the development of an electronic integrated ticketing system for the whole of the region's public transport network. We believe that this will provide the level of service that our community has said it wants, providing seamless transfers between modes and routes.

Another new area is the earthquake strengthening of our own buildings. In this respect, we are in the same situation as many other property owners, needing to ensure a safe work environment, even in the absence of certainty around the timing of future seismic events. Conscious that we share the same ratepayers as the city and district councils of our region (and that most of them also need to strengthen their buildings), we have approached those in whose districts we have premises to see if we can explore co-location.

This brings me to the last issue I want to highlight. It would be impossible to look at any local government Long-Term Plan without contemplating the possibility of some change of structure in the future. In our region nothing formal has been proposed but the public debate is widening. The new Local Government Minister has publicly indicated that he believes councils should be examining how to be more effective and provide greater value for money. Engagement in this debate will not, in itself, incur notable costs for our council, but we will be engaged and if there is change it is likely to be significant for all councils in the region in the future.



So, this year as you look at our proposals and those of the other councils in the region, you need to think about the value you receive and let us know if we can do better.

In particular, we welcome your feedback on the detailed proposals in this plan, especially the proposed new service improvements that we have highlighted.

A handwritten signature in black ink that reads "Fran Wilde". The signature is fluid and cursive, written in a professional style.

Fran Wilde
Chair

Greater Wellington's role and purpose

Our role

Greater Wellington Regional Council (Greater Wellington) is responsible for a wide range of activities and makes a significant contribution to the overall wellbeing of the Wellington region.

We are guided by legislation, including the Local Government Act 2002 which requires us to *promote the social, economic, environmental and cultural wellbeing* of the Wellington region and its people and to *facilitate democratic local decision making*. We are also required to fulfil the provisions of a wide range of other statutes and national policies.

In fulfilling our legal mandate, Greater Wellington operates in the following key areas:

- **Provision and management of regional infrastructure and services** – flood protection assets that protect urban populations and productive rural land; a secure supply of safe, high-quality water; as well as planning, procuring and funding public transport services
- **Sustainable management of natural resources** – land, air and water – on which our primary sector and export economy and our quality of life are based
- **Strategic planning for the region** – delivered through statutory instruments, such as the Regional Policy Statement, the Regional Land Transport Strategy and the Regional Pest Management Strategy and also non-statutory instruments such as the Wellington Regional Strategy – the region's sustainable economic growth strategy
- **Management of natural hazards** – floods, earthquakes, tsunamis and other emergencies

Governance

Governance and decision making are the roles of the Council, which is made up of 13 elected Councillors, with one of the Councillors elected as Chair. It's the Council's job to set Greater Wellington's overall strategic direction and to approve budgets, policies and plans aimed at achieving that direction. We do this through a series of committees, including joint committees with regional partners.

Most of our business is conducted through three wellbeing committees (environmental, social and cultural, economic), a committee for audit, risk and assurance matters and Te Upoko Taiao – a partnership with regional tangata whenua responsible for environmental regulation and overseeing the preparation of a new Natural Resource Plan.

Greater Wellington also works closely with local councils and key stakeholders on regional economic development and regional transport planning through the Regional Transport Committee (which we chair and service), the Wellington Regional Strategy Committee, and by hosting the Wellington Regional Strategy office.

Values and approach

The way we conduct our business is just as important as what we do. The following values and statements set out our overall approach and underpin the way Greater Wellington operates:

- **Our overall aim is to promote Quality for Life.** Greater Wellington promotes Quality for Life by ensuring the environment is protected while meeting the economic, cultural and social needs of the community
- **We take a strategic and long-term view.** Many of the issues we deal with are complex and span administrative boundaries and electoral timeframes. Taking a strategic and long-term view on planning and decision making ensures we put our efforts in the right place for current and future generations
- **Effective community engagement is an essential component of our work.** Capturing the regional community's aspirations is not always easy, especially given the wide scope of Greater Wellington's responsibilities. We try to engage effectively at all levels by being innovative and adaptable in our approach
- **Shared issues require shared solutions.** Issues such as freshwater management, land management, biodiversity, regional economic development and transport are shared issues that cannot be resolved by Greater Wellington in isolation. They require a collaborative approach with other key stakeholders, communities and agencies in local and central government
- **Working in partnership with tangata whenua.** The physical environment has profound cultural and spiritual significance for iwi. Greater Wellington's approach is to build up capability and harness the Māori perspective on resource management through partnerships with tangata whenua of the Wellington region. We do this primarily through Te Upoko Taiao (a joint partnership committee responsible for the development of a new, combined Natural Resource Plan for the Wellington region) and the Ara Tahī leadership forum

The context of our work

The nature of the environment in which we operate has changed significantly over recent years. The following section provides the context in which this Long-Term Plan has been prepared and summarises some of the key factors influencing the way we do business.

Economy and affordability

New Zealand's economy is confronting several global challenges, which continue to impact on our regional economy.

The impact of the global economic downturn is still being felt. The risks (particularly in the northern hemisphere) from global debt are expected to take years to overcome, with western economies facing a period of lower trend growth. Our proximity to Australia and some of the more robust Asian economies may offset this to some extent. However, all economies are feeling the effect of a slowdown in growth in the developed world.

Paying back debt continues to be an important challenge for New Zealand, of both the national balance sheet and for individual households. The same is true for local government – the past availability of cheap loans plus ever increasing expectations and demands on local government have led to a growing reliance on future generations to pay for new infrastructure and services. In response, we are now seeing pressure for local government to keep rates increases low and debt within manageable limits. Affordability continues to be a major consideration in all aspects of our business.

The Wellington region must consider its future in this context and set a path that ensures it is successful both nationally and internationally.

Successful city regions have a strong and locally distinctive identity that builds on the unique strengths and characteristics of each place and stimulates innovation, creativity and economic opportunities. They contain competitive centres and economic hubs that provide platforms for growth and centres of learning and innovation. They attract innovative knowledge workers, entrepreneurs and companies and appeal to talented people because they offer a high quality of life, housing choice, effective transport and infrastructure systems, high environmental quality, good connections to other places, have good leisure and cultural opportunities and a distinctive identity. Research, science and technology are also important to future prosperity, creating innovation and building opportunities for growth and improved wellbeing.

The Wellington region's competitive advantage is based around its compact urban core, supported by a wider regional employment base, productive rural areas, high quality natural areas and a high quality of life. Throughout the region there is a growing culture of innovation and job creation in new industry sectors such as film, media and IT. Our people live in safe, attractive and diverse communities with access to the outdoors and a diverse and natural environment, as well as a thriving arts and entertainment sector. We share a strong community spirit and sense of pride.

Our rural areas are important. The focus on primary production and natural resources is closely connected to the integrity and globally competitive advantage of New Zealand's "clean and green" brand. This focus has been a fundamental component of our economy in the past 20 years and is likely to be the case in the future, particularly given the New Zealand's location in relation to emerging Asian economies and the associated mega-trend of increasing demand for food.

Greater Wellington plays an important role in many of the foundational aspects of the regional economy, including:

- **Freshwater management** – adding value through traditional and new resource management policy and activity, and addressing allocation and quality
- **Land management** – adding value by assisting landowners to improve and retain the productive capacity of soils, particularly in erodible catchments
- **Floodplain management** – the security provided by Greater Wellington in floodplain management has significant economic spinoffs for communities and landowners
- **Transport planning and public transport** – Greater Wellington plays a major role in planning the complex transport network, and providing and promoting public transport to reduce severe congestion and increase resilience and reliability of the transport network
- **Regional parks** – Greater Wellington plays a major role in the provision of recreation infrastructure and management of regional parks and other public spaces
- **Biosecurity** – we invest and have significant expertise in safeguarding the productive and export earning capacity of the natural environment through pest control activities
- **Biodiversity** – Greater Wellington plays a major role in supporting indigenous biodiversity, a key foundation to a sustainable economy
- **Water supply** – Greater Wellington provides significant added value through the provision of regional water infrastructure and supply

Resilience

Resilient communities are those that are capable of withstanding and bouncing back from adversity, be that changing climatic conditions, natural hazards, emergency situations or adverse economic conditions.

The recent earthquakes in Canterbury led to a renewed focus on ensuring our communities are more resilient to natural hazards. The heightened appreciation of this risk will have significant implications for our region, with the need to upgrade buildings to new earthquake standards and increased costs for insurance. Building improved resilience into our key infrastructure is a key issue for Greater Wellington, particularly in terms of our water supply, which is an essential service, and flood protection, which protects our communities from significant risks.

The effects of climate change, and the response to it, present a major global challenge. For the region, we are likely to see increased rainfall (particularly in the west of the region) and storms may result in more floods, landslides and erosion, with potential for damage to regional infrastructure such as water supply and flood protection. Higher temperatures may result in more droughts, particularly in the east of the region (Wairarapa), which may affect the viability of certain crops and increase the demand for irrigation. In a region already renowned for its high wind levels, any increases in wind levels will impact on infrastructure, homes and other buildings.

Rising sea levels are a particularly important consideration for the region, both for rural productive land and urban areas located on low lying land close to the coast. Many of the region's major transport routes and lifeline utilities are at risk from coastal flooding. Salt water intrusion could also be an issue as a result and may impact on agricultural land, buildings and infrastructure in some of our coastal communities.

The price of some natural resources has been subject to considerable fluctuation, but the overall trend is increasingly upwards. Research suggests that world peak oil production has already been reached and that future production rates are likely to decline. This is likely to create difficulties for economies like ours, which are reliant on imported oil, as we have to absorb increased costs in the short term and adapt to other solutions in the longer term. Such long-term changes could have profound implications for our urban form, our transport systems, and our economy.

Greater Wellington takes an important role in building the resilience of the region through:

- **Emergency management** – Greater Wellington is the administering authority for the Wellington region Civil Defence and Emergency Management Group and has joined the city and district councils in the region to form a joint civil defence and emergency management team
- **Water supply** – drinking water is an essential lifeline. Greater Wellington plans to upgrade water pipelines to improve their resilience to earthquakes and upgrade the Stuart Macaskill lakes to reduce seismic risk
- **Flood protection** – Greater Wellington plans to continue its current programme of constructing flood protection works as well as working to avoid development in high-risk areas to mitigate the risk of this major hazard to the region
- **Land management** – Greater Wellington works with landowners to prevent soil erosion on erosion-prone land in the Wairarapa
- **Transport planning** – we lead the planning of our regional transport network, the resilience of which will be critical in times of emergency to enable people and goods to be moved efficiently

Transport

The desire to be better connected is a transforming global trend. Many cities around the world are developing new approaches to essential transport infrastructure, using a range of approaches. This investment is aimed at moving people and goods more efficiently and effectively and coping with growing populations without the high costs of road congestion.

In New Zealand the Government is pursuing an ambitious programme of improvement to our strategic road networks through the Roads of National Significance programme. This is aimed at providing better access to key urban areas, economic centres, ports and airports. The Wellington Northern Corridor is identified as one of seven Roads of National Significance. Once completed, the corridor from Wellington to Levin, will support a growing population and increased freight volumes, improve access to regional facilities such as the port, CBD, airport and hospital, reduce congestion on state highways and local roads, and improve safety and journey times.

In our region we already have a strong and successful public transport network. There are more than 100 bus routes, four train lines, and two harbour ferry routes which provide excellent public transport services across the region. Public transport plays an important role in contributing to improved economic growth and productivity. Well patronised public transport services ease road congestion, reduce the need for more roading infrastructure, provide access to markets and employment, and make more efficient use of existing networks and infrastructure.

On the rail network there has, however, been historical underinvestment in both the network and rolling stock which has resulted in reliability issues. Recently Greater Wellington, working jointly with the Government, has invested heavily in double tracking and electrification to Waikanae, the purchase of a fleet of new Matangi trains, and rail network upgrades. Nevertheless, continued investment is necessary to ensure these improvements are maintained and to provide for growing passenger numbers and the demand for an increased level of service.

Greater Wellington takes an important role in planning and providing improved transport connections with our region through:

- **Transport planning** – we lead the planning of our regional transport network to ensure that investment is placed into the right areas to meet demand and achieve our regional outcomes
- **Public transport services and infrastructure** – Greater Wellington procures and funds rail services. We plan to continue to commission the new Matangi trains, to refurbish the Ganz Mavag trains, and to convert the SE trains for use on the Wairarapa Line. Greater Wellington also owns bus infrastructure and procures bus services from private operators. We plan to implement the findings of the Wellington bus review and the national Public Transport Operating Model. We also prepare a Regional Public Transport Plan and propose to continue to review Metlink services to ensure they meet customer needs and are as effective and efficient as possible. Fares and fare structures will also be reviewed and a major project is proposed to deliver electronic integrated ticketing across all public transport services
- **Public transport information** – Greater Wellington provides information on services through Metlink. We plan to complete the rollout of the real-time information system and continue to provide a call centre and timetable information

Environment

New Zealanders are passionate about their environment and expect high levels of environmental quality and amenity.

Regional councils play an important part in the governance and management of natural resources – the land, air and water assets on which our primary sector and export economy are based. In the past decade, dairying has increased significantly and land use intensification has moved from areas of plentiful water to areas where there are significant seasonal limits on water availability.

Freshwater, in particular, is acknowledged as one of the most significant natural assets that gives New Zealand

a competitive advantage – but it is also under pressure. This has led to a renewed emphasis throughout New Zealand on how we plan and manage natural and physical resources as a result of these pressures and opportunities.

At a national level, the Government has initiated the *Fresh Start for Fresh Water* programme and established a Land and Water Forum to provide a national perspective on the issues and potential solutions for freshwater management. Greater Wellington and the regional sector are fully engaged in these discussions, resulting in a much greater collaborative understanding of the issues and potential solutions for freshwater management.

Regional councils are also in the process of developing their second generation plans under the Resource Management Act 1991. With the advent of the Resource Management Act, councils started placing huge emphasis on developing regional resource management plans and building science capability to inform these plans, along with increased planning and regulatory capacity. The inter-related responsibilities of regions (eg, land management, erosion control and flood management) enable the regional sector to take an integrated approach to decision making and policy on water issues. Greater Wellington is preparing a comprehensive Natural Resource Plan for public consultation in 2013/14.

Regional wellbeing

This section outlines our overall assessment of the wellbeing of the region, based on the newly developed Wellington Region Genuine Progress Index. The Local Government Act 2002 requires Greater Wellington to promote the economic, social, cultural and environmental wellbeing of the regional community in the present and for the future.

Wellington Region Genuine Progress Index (GPI)

The GPI is a holistic measurement tool that governments and communities can use to measure the wellbeing of the region or country. It counts beneficial activities as positive, harmful activities as negative, and provides a systematic way to integrate economic issues with environmental, social and cultural concerns.

The Wellington Region GPI is a new approach to measuring progress in the Wellington region, linked to the community outcomes of the Wellington Regional Strategy (WRS). The GPI framework measures progress towards outcomes that can play an important role in enhancing the wellbeing of the region's residents and environment. It uses indicators to identify trends over time and can demonstrate relationships among the different indicators.

Data for the vast majority of these indicators comes from existing official data sources or surveys which have been conducted for many years. This provides us with the confidence that these indicators have been validated in various ways and measure what they are supposed to measure.

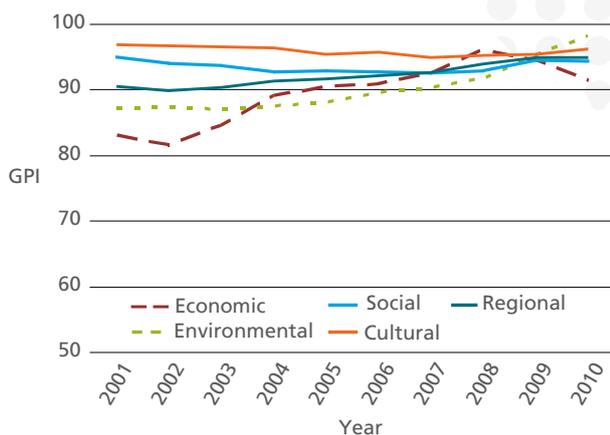


Figure 1. Overall regional wellbeing GPI compared with the four wellbeing GPIs, 2001-10

This graph shows that, other than a slight decrease between 2001 and 2002, the regional GPI has increased over the period studied. The regional GPI was at its highest in 2010 and was 5% higher in 2010, than in 2001. This result suggests that the overall state of wellbeing in the Wellington region is in a healthy and improving condition, though wellbeing in some areas needs further attention.

The improvement made to the state of the region's overall wellbeing is due to progress in aspects of the region's economic and environmental areas. The slight decline in social and cultural wellbeing from 2001 to 2007 restricted the progress of the region's overall wellbeing. However, slight gains in these areas over the last few years are hopefully an indication that further progress will be made.

The regional economy, measured in terms of GDP per capita, has grown at a much faster rate than our overall wellbeing. This suggests that, over the last decade, some of the benefits of economic growth to society, measured in terms of GDP, have been offset by the decline seen in the region's environmental, social and cultural wellbeing. However, the decrease in economic wellbeing which has occurred since 2008 is consistent with the general economic contraction associated with the global financial crisis.

Economic wellbeing

Over the 2001 to 2010 time period, the economic wellbeing GPI was found to be highest in 2008 and lowest in 2002. Overall, there was a 9.9% increase in the region's economic wellbeing GPI from 2001 to 2010.

This increase reflects the expansion of the Wellington economy which occurred from 2001 to 2008. The main contribution to this expansion came from growth in both employment and incomes, largely generated by growth in the public sector during this time. Income growth and the tight labour market over most of the period were responsible for buoyant consumer confidence, as reflected in a strong property market and high rates of construction growth.

The value of household and community work made the biggest contribution to the increases, with much smaller increases observed for purchasing power, value of building consents and percentage of the working age population with no qualifications. Other increases were seen in the percentage of GDP spent on research and development and the percentage of school leavers with NCEA level 2 or above. However, progress in these areas has slowed over the last few years.

From 2001 to 2010, the unemployment rate index showed the largest decrease, followed by the P80/P20 ratio of equivalised gross weekly household income. The decreases in other indicator trends which have occurred since 2008 are consistent with the general economic contraction associated with the fallout from the global financial crisis and, in particular, the reduction in income and employment growth in both the public and private sectors experienced since then.

Environmental wellbeing

Over the 2001 to 2010 time period, the environmental wellbeing GPI was found to be highest in 2010 and lowest in 2003. Overall, there was a 12.5% increase in the region's environmental wellbeing GPI from 2001 to 2010, showing that the environment in the Wellington region is in a relatively healthy state.

The environmental wellbeing GPI increased gradually between 2001 and 2008. Over this time there were some slight decreases in a couple of indicators, but overall increases were observed for the majority of indicators. The largest increases over this time were observed for fresh water suitability for recreation, QEII covenanted land and soil quality of dairy farm sites. Other gains were observed for residents' rating of air pollution as a city problem (ie, fewer residents thought it was a problem) and volume diverted from landfills per capita.

The indicators within the Wellington region GPI framework indicate that good progress has been made towards some of the region's environmental goals, but there is still room for improvement. For example, further improvements to fresh water suitability for recreation and improvements to coastal/marine water for recreation could potentially result in large gains in the environmental wellbeing GPI.

The grading of freshwater and coastal/marine sites for recreational purposes is greatly affected by rainfall in the three days before sampling, and the majority of occasions when water quality in the region was unsuitable for recreational purposes were during and shortly after heavy rainfall.

Water quality also has a direct impact on the ecological health of our rivers and streams. In the region our "healthiest" rivers and streams are located in catchments dominated by indigenous forest cover and where human influences are minimal. Stream and river health can therefore be viewed as an indicator of wider catchment health.

Social wellbeing

There has been little change in the social wellbeing GPI over the period. From 2001 to 2010, the social wellbeing GPI was found to be highest in 2001 and lowest in 2007. Overall, the social wellbeing GPI gradually decreased from 2001 to 2004, remained relatively unchanged between 2004 and 2008, but shows signs of improvement with a slight increase observed over the last two years.

The social wellbeing indicators that showed the largest increase in their index values over the study period were the percentage of households with access to broadband, followed by the percentage of households with access to the internet, visitor guest nights and public transport boardings. However, indicators with the largest decrease in their indicator index values were water allocation

compared to total water resource, followed by the number of households on Housing New Zealand waiting lists and peak AM/PM congestion rates.

Other strong decreases in indicator values were in the area of health, showing that the overall health of the region's population has experienced a decline since 2001. Without good health, people are less able to enjoy their lives, their options may be limited and their quality of life and happiness may be reduced. Also, without good health and the ability to access healthcare, people are less able to actively participate in and contribute to the economic, social and cultural life of the region.

Wellington region residents appear to be positive about their quality of life and appear to have high levels of individual happiness, satisfaction with work/life balance and sense of safety. While the majority of residents reported feeling safe, the rate of recorded offences for crimes against people increased between 2001 and 2010, whereas the rate for crimes against property decreased.

Cultural wellbeing

Over the 2001 to 2010 time period, the cultural wellbeing GPI was found to be highest in 2001 and lowest in 2007. Overall, the cultural wellbeing GPI gradually decreased from 2001 to 2005, but increased over the last year in 2010. However, these changes have resulted in little change overall in the cultural wellbeing GPI over the period.

The biggest contributor to the decline in the cultural wellbeing GPI is the decrease in average voter turnout. This was followed by the percentage of children enrolled in Māori language education and the percentage of the population who can have an everyday conversation in te reo Māori. Over this time there were increases in two indicators – the percentage of the population identifying with the Māori, Pacific and Asian ethnic groups, and the number of registered heritage places.

As well as increased ethnic diversity and an increased number of registered heritage places, there is an overall positive perception of cultural diversity and increased public understanding of Council decision making. However, the observed increases were not great enough to counteract the decreases observed across the other three indicators, resulting in a slight decrease in overall cultural wellbeing. While there has been little change in cultural wellbeing over the period, as a region our performance in cultural wellbeing is still relatively high. Overall, people living in the Wellington region have a high level of support available from family and friends during difficult times. This suggests that supporting and maintaining contact with family and friends are important to us.

Community outcomes

Community outcomes

Greater Wellington's purpose, as defined by the Local Government Act 2002, is to promote the social, economic, environmental and cultural wellbeing of the regional community in the present and for the future.

To measure our effectiveness in achieving this purpose the Act requires us to develop a set of community outcomes and indicators to measure progress towards these. Our community outcomes describe what Greater Wellington aims to achieve in the long-term to improve the Wellington region's wellbeing. All the activities we undertake contribute in some way to achieving one or more of our community outcomes. How specific activities contribute towards community outcomes is described at the start of each of our activity chapters. However, we cannot achieve our community outcomes on our own. We work with other organisations such as local councils, government departments, business groups, tangata whenua and community groups to achieve them.

Our community outcomes were originally derived from a set of common outcomes that were developed in 2006 by drawing together outcomes from all of the councils in the Wellington region. These were consulted on as part of the development of the Wellington Regional Strategy, which is the sustainable economic growth strategy for the region.

In 2010 changes were made to the requirements regarding community outcomes in the Act. This now requires community outcomes to focus on the things that Greater Wellington has the capacity and influence to achieve. The community outcomes outlined below reflect these new requirements, but are derived from the outcomes previously agreed as part of the Wellington Regional Strategy.

We have also developed a set of community outcome indicators – things we will measure regularly to see if the region is progressing in the right direction.

Greater Wellington community outcomes

Strong economy

A thriving and diverse economy supported by high quality infrastructure that retains and grows businesses and employment.

Greater Wellington activities that contribute towards achieving this outcome: Regional leadership (p37), Environment (p79), Public transport (p53), Water supply (p69) and Flood protection and control works (p99)

Connected community

People are able to move around the region efficiently and our communications networks are effective and accessible.

Greater Wellington activities that contribute towards achieving this outcome: Regional leadership (p37), Public transport (p53)

Resilient community

A community that plans for the future, adapts to change and is prepared for emergencies.

Greater Wellington activities that contribute towards achieving this outcome: Regional leadership (p37), Water supply (p69), and Flood protection and control works (p99)

Healthy environment

An environment with clean air, fresh water, healthy soils and diverse ecosystems that supports community needs.

Greater Wellington activities that contribute towards achieving this outcome: Environment (p79), Parks (p111), Public transport (p53), Regional leadership (p37), Water supply (p69) and Flood protection and control works (p99)

Quality of Life

An engaged community that takes pride in our region, values our urban and rural landscapes, and enjoys our amenities and choice of lifestyles.

Greater Wellington activities that contribute towards achieving this outcome: Regional leadership (p37), Water supply (p69), Parks (p111), Environment (p79) and Flood protection and control works (p99)

Community outcomes indicators

Community outcome	Indicator	Baseline
Strong economy	Increase regional GDP per capita	GDP per capita of \$54,957 (2010)
	Decrease unemployment rate	Unemployment rate of 5.9% (2010)
	Increase percentage of GDP spent on research and development	1.6% of GDP spent on research and development (2010)
Connected community	Maintain or decrease peak AM/PM congestion	Peak AM/PM congestion rate of 28.2 seconds delay per kilometre travelled (2010)
	Increase public transport boardings per capita	Public transport boardings per capita of 76.4 (2010)
	Increase ease of making a journey across the region by public transport	56% of respondents rated getting around the region by public transport as somewhat easy, very easy or extremely easy (2010)
	Increase access to public transport	78.6% of people live within 400m of a public transport stop (2010)
	Increase household access to broadband	68.5% of households have broadband (2009)
Resilient community	Increase household preparedness for emergencies	72% of households survey have adequate supplies of emergency food and water (2010)
	Increase business preparedness for emergencies	56% of business surveyed have business continuity plans in place (2009)
Healthy environment	Maintain air quality	Concentrations of suspended particles (PM10) were at good/excellent levels on 82.2% of days (2010)
	Maintain or improve fresh water quality for recreation	36% of monitored fresh water recreation sites were given suitability for recreation grades of fair, good or very good over the summer bathing months (2010)
	Maintain or improve coastal/marine water quality for recreation	58% of monitored coastal/marine recreation sites were given suitability for recreation grades of good or very good over the summer bathing months (2010)
	Maintain ground water quality	Median nitrate concentrations were low (<3mg/L) in 80% of monitored bores (2010)
	Maintain or improve stream and river health	69% of monitored sites had a macroinvertebrate community index classification of good or excellent (2010)
	Maintain soil quality on dairy farms and dry stock sites	83% of dairy farms (2009) and 91% (2008) of drystock farms had no more than one soil quality indicator outside of the target range
	Increase in QEII covenanted areas	6,011ha of land is registered under QEII covenant (2010)
	Decrease water use per capita	Average daily water supply of 374.3 litres/person (2010)
	Maintain or decrease CO2 emissions from transport	Land transport fuel combustion produced 1,075 kilotonnes of CO2 emissions (2011)
	Quality of life	Maintain or increase voter turnout in Council elections
Maintain or increase perception that the public can influence council decision making		67.2% of respondents in the region thought the public had an influence on council decision making (2010)
Maintain perception of quality of life		93% of residents rated their quality of life as good or extremely good (2010)
Maintain sense of pride in the way their city looks and feels		71% of residents agreed or strongly agreed that they felt a sense of pride in the way their city looks and feels (2010)
Maintain access to local parks and other green spaces		94.8% of residents thought it was easy of very easy to get to a local park or other green space (2010)

Part 2

