
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 20 September 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

Quorum: 8 members

TABLE OF CONTENTS
20 SEPTEMBER 2018

Business	Page No.
1. Meeting Conduct	5
1.1 Mihi	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	6
2. Policy	7
2.1 Priority Buildings Presented by Councillor Pannett	7
2.2 Submission on the Ministry of Health Gambling Harm Strategy Consultation Presented by Councillor Dawson	57
3. Monitoring	63
3.1 Updated forward programme for City Strategy Committee meetings for 2018/19 Presented by Councillor Pannett	63
4. Operational	73
4.1 Miramar South - Review of 24 Hour Parking Restriction Presented by Councillor Calvi-Freeman	73
4.2 Reserves Naming - Various Reserves Presented by Councillor Gilbert	85

5. Public Excluded	117
5.1 Band Rotunda Redevelopment	117

1 Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 13 September 2018 will be put to the City Strategy Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the City Strategy Committee.

Minor Matters relating to the General Business of the City Strategy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. Policy

PRIORITY BUILDINGS

Purpose

1. This report asks the City Strategy Committee to agree to consult on high traffic routes and emergency transport routes as set out in the Statement of Proposal on Priority Buildings. The Statement of Proposal is attached as Attachment 1.

Summary

2. New Zealand is seismically active and has experienced a number of significant earthquakes in recent years.
3. While none of these were centred in Wellington, the city did suffer damage to its infrastructure and building stock from the 2016 Kaikōura earthquake and a number of buildings have since either been pulled down due to the damage sustained or remain unoccupied.
4. In response to the Christchurch earthquakes, central government passed amendments to the Building Act 2004 (the Act) – the Building (Earthquake-Prone Buildings) Amendment Act 2016.
5. The Act identifies Wellington as a high risk region and requires the Council to identify priority buildings for remediation¹.
6. Buildings identified as a priority building by the Council are required to be remediated in 7.5 years (half the normal time) from the time they are notified they are a priority building.
7. The Council is required to let building owners know if they own a priority building no later than the end of December 2019.
8. Priority buildings are identified by central government, or by the Council in consultation with the community. There are three ways priority buildings are identified:
 - a) *Legislation* – the Act identifies most education facilities, hospital emergency departments and buildings supporting emergency services as priority buildings.
 - b) *High traffic routes* – any building with unreinforced masonry elements that could fall in a moderate earthquake onto a street, road or other thoroughfare that has sufficient vehicle or pedestrian traffic to warrant prioritisation is a priority building.
 - c) *Emergency transport routes* – any building that could impede a transport route of strategic importance (in terms of an emergency response) if it were to collapse in a moderate earthquake is a priority building.
9. Before setting high traffic routes and emergency transport routes, the Council must consult with the public using the Special Consultative Procedure under the Local Government Act.

¹ The definition of priority building is outlined in more detailed in the Statement of Proposal. Reference to priority buildings in this report and the Statement of Proposal includes *potential* priority buildings.

10. The high traffic and emergency transport routes outlined in the Statement of Proposal (attachment 1), identifies a total of 333 priority buildings in Wellington.
11. A total of 117 of the 333 priority buildings that have been identified have existing S124 earthquake prone building notices that expire before June 2027, and therefore will not be affected by the reduced timeframe required by legislation.
12. The remaining 216 buildings identified as priority buildings under the routes identified in the Statement of Proposal will have to operate to a shorter 7.5 year timeframe for remediation from when they receive notice they are a priority building. Of the 216 priority buildings, 91 are on emergency transport routes and 125 on high traffic routes.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note that Wellington is identified as a high risk region under the Act.
3. Note that by being identified as a high risk region in the Act, Council is required to identify priority buildings. Owners of such buildings will have 7.5 years (half the normal time) to remediate their buildings from the time they are notified they own a priority building.
4. Note that the Act requires Council to use the Special Consultative Procedure to identify high traffic routes and emergency transport routes (as a means to identify priority buildings).
5. Note that Ministry of Business, Innovation and Employment guidelines have been used in proposing high traffic routes as outlined in the attached Statement of Proposal.
6. Note that Wellington Regional Emergency Management Office and emergency service providers were part of proposing emergency transport routes as outlined in the attached Statement of Proposal.
7. Agree to commence consultation using the attached Priority Buildings Statement of Proposal (Attachment 1).
8. Agree to delegate to the Chief Executive and the Portfolio Leader Infrastructure and Sustainability, the authority to amend the draft consultation document, to include any amendments agreed by the Committee and any associated minor consequential edits that may be required as part of the publication process.

Background

Background to why new legislation was introduced

13. The Christchurch earthquake of 22 February 2011 resulted in the deaths of 185 people. While the subsequent 14 November 2016 earthquake which struck the Hurunui-Kaikōura region did not cause any injuries and fatalities in Wellington, this is only because the earthquake occurred in the middle of the night and buildings that sustained significant damage were not occupied at the time.
14. Wellington is located in one of the most seismically active regions of New Zealand and is at risk of suffering damage from earthquakes.

15. The Royal Commission of Inquiry into the Christchurch earthquakes recommended the passage of the Act, and the amended Act was passed in 2016 and came into force 1 July 2017.

New requirements placed on Council's by the Act

16. The Act has ushered in a nationally consistent approach to the assessment and management of earthquake-prone buildings in New Zealand. All existing S124 notices will be replaced by standardised national notices referred to as EPB notices and there is also a new national public register of earthquake-prone buildings.
17. Further to this, the Act has outlined three distinct areas of seismic risk in New Zealand. Councils that are identified as medium or high risk areas must take appropriate and proactive steps to identify and mitigate the risk caused by potentially earthquake-prone buildings.
18. Wellington has been categorised as a high seismic risk area under the Act. This requires the Council to identify priority buildings within two years and six months of the Act coming into force (by 31 December 2019) and all other earthquake-prone buildings (EPB's) within five years (by 30 June 2021).
19. Any buildings notified by the Council as a priority building will have 7.5 years to remediate their building. This is half the time compared to other earthquake prone buildings (15 years).
20. Priority buildings identified through high traffic routes have to remediate the URM elements that could fall onto the high traffic route. For priority buildings that could collapse and impede an emergency transport route, the whole building needs to be remediated.
21. The Council is required to identify priority buildings by determining high traffic routes and emergency transport routes in the city consultation with the community. That is the focus of this paper and the attached Statement of Proposal.

Relationship to URM Order in Council

22. This report and Statement of Proposal relates to identifying priority buildings as required under the Act.
23. The Hurunui/ Kaikōura Earthquakes Recovery (Unreinforced Masonry Buildings) Order 2017 (The Order in Council) is a separate – but related – piece of legislation that required the identification and remediation of the city's most urgent URM buildings.
24. This programme identified buildings in the city that needed to have URM elements remediated under urgency, and this programme has now largely concluded².

Relationship to broader EPB work programme

25. Wellington has a long history of strengthening its buildings. Since 2006 the Council has been actively working to identify earthquake prone buildings in the city and requiring owners to remediate them. Since 2006, Council has assessed over 5,000 of the city's buildings and issued S124 notices to over 1,000.

² Some buildings that were identified and remediated under the Order in Council, may also be identified as a priority building. This will depend on the securing work undertaken.

Discussion
High traffic routes*Identifying high traffic routes*

26. Section 133AF(2)(a) of the Act requires the Council to identify thoroughfares in the city onto which parts of an unreinforced masonry building could fall in an earthquake and that has sufficient pedestrian or vehicular traffic to warrant prioritisation of identification and remediation of those parts of unreinforced masonry buildings.
27. In simple terms, the Act requires Council to identify high traffic and high pedestrian routes in the city. Any buildings with URM elements on these high traffic routes that could fall in a moderate earthquake and injure or kill people in the event of an earthquake are considered priority buildings and building owners will have 7.5 years to remediate their URM elements.
28. The Act does not provide specific criteria to determine high traffic routes. However, the Ministry of Business Innovation and Employment (MBIE) has published guidance for Councils to use for this purpose.
29. MBIE guidance for setting high traffic routes in the city includes consideration of areas relating to social activities, areas relating to work, key walking routes, bus routes, and areas with concentrations of pedestrians or vehicle traffic. The MBIE guidance is included in the Statement of Proposal.
30. Officers have applied relevant data and information to the MBIE criteria when developing the proposed high traffic routes in the Statement of Proposal. That data and information includes Council data on concentrations of pedestrian and vehicle traffic data in the city, consideration of the new bus routes, school bus routes, areas of employment, and areas of concentration because of social and cultural activities.

Buildings with URM elements of high traffic routes

31. The Act requires buildings identified through this process to be assessed and if they are determined to be EPB priority buildings, notices would then be issued to the building owner requiring the URM portions of the building facing the high traffic areas to be remediated within 7.5 years.
32. The remainder of the building will need to be remediated within the notice period of 15 years.
33. Based on the high traffic routes identified in the Statement of Proposal, 125 buildings will be affected by a reduced remediation timeframe.
34. While specific high transport routes are identified for the CBD area, the Statement of Proposal has identified the broader CBD area as a high priority route (see map in Statement of Proposal). The rationale for this is that it has high vehicle and pedestrian traffic and the area includes streets that have buildings that are constructed of unreinforced masonry but are not currently earthquake prone. In the future, if new engineering information indicates the building is earthquake prone, those buildings would be given 7.5 years to strengthen their buildings, rather than the standard 15 years. It is for this reason that there is a higher number of high traffic routes in the Statement of Proposal compared to the number of priority buildings identified through the high traffic route process.

Emergency transport routes

Identifying emergency transport routes

35. Emergency transport routes are transport routes of strategic importance (in terms of an emergency response). For example, a route identified as important to allow emergency services to operate in an emergency situation and for first responders to distribute initial supplies after an earthquake event.
36. The Council is not required under legislation to identify emergency transport routes (as a means to identify priority buildings), but if it chooses to identify such routes, it must first consult on them using the Special Consultative Procedure.
37. While some cities have multiple route options for emergency services and first responders to take after an earthquake event to reach key emergency facilities, this is not the case in Wellington. Wellington's unique topography means there is a limited number of routes in the city that can link emergency services to key emergency facilities (such as hospitals), and consequently officers recommend that emergency transport routes be included in the Statement of Proposal.
38. The Council has previously worked closely with the Wellington Regional Emergency Management Office (WREMO) and emergency service providers to identify a four stage approach to reopening Wellington's roads.
39. Both Stage 1 (and Stage 1 alternate) are the emergency transport routes for the purpose of identifying priority buildings. Stage 1 includes the 'strategic spine' encompassing north-south routes connecting Porirua to Wellington airport via the Wellington central business district, CentrePort and Newtown Hospitals.

Buildings on emergency transport routes

40. Any building that could fall in an earthquake on an emergency transport route and impede an emergency response is a priority building. The proposed routes are outlined in the Statement of Proposal.
41. Based on the emergency transport routes identified in the Statement of Proposal, 91 buildings are identified as proposed priority buildings and will be affected by a reduced timeframe³.

Total number of priority buildings

42. The emergency and high traffic routes identified in the Statement of Proposal results in a total of 333 priority buildings.
43. A total of 117 of these priority buildings have existing S124 notices that expire before June 2027 and are therefore not impacted by the reduced timeframe.
44. The remaining 216 priority buildings have existing S124 notices expiring after June 2027 (or are currently potentially earthquake prone) and are therefore impacted by the implementation of the Statement of Proposal and the reduced timeframe for remediation that it introduces. Of the 216, 91 are on emergency transport routes and 125 are on high traffic routes.
45. The above quantum of priority buildings is based on currently available data. There are approximately a further 100 buildings yet to be assessed and consequently the above

³ Some emergency transport routes are also high traffic routes. Please see the appendices in the attached Statement of Proposal.

quoted figures are provisional and could change subject to further decisions made by council around their EPB status.

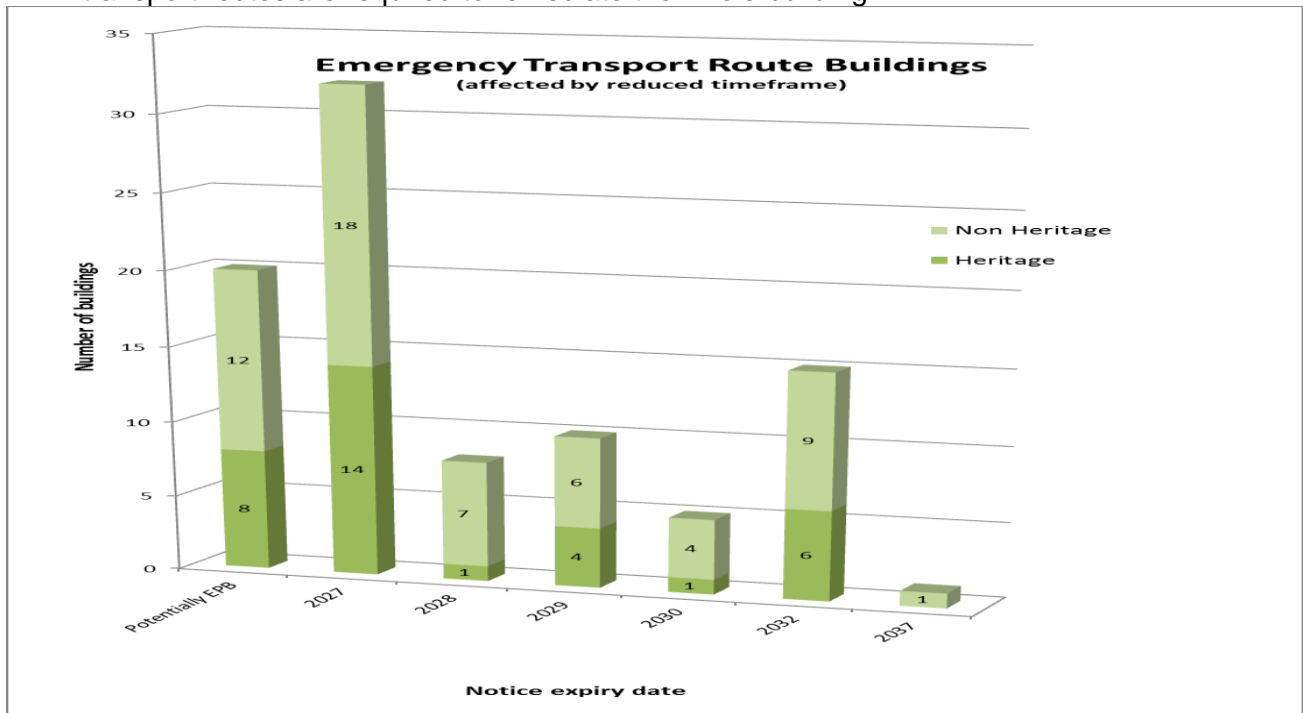
46. In addition to the above figures on priority buildings, there are 33 buildings that have existing S124 notices which are non-priority buildings that currently have 20 years for remediation, but will have their timeframe reduced to 15 years – the maximum now allowed under the Act.

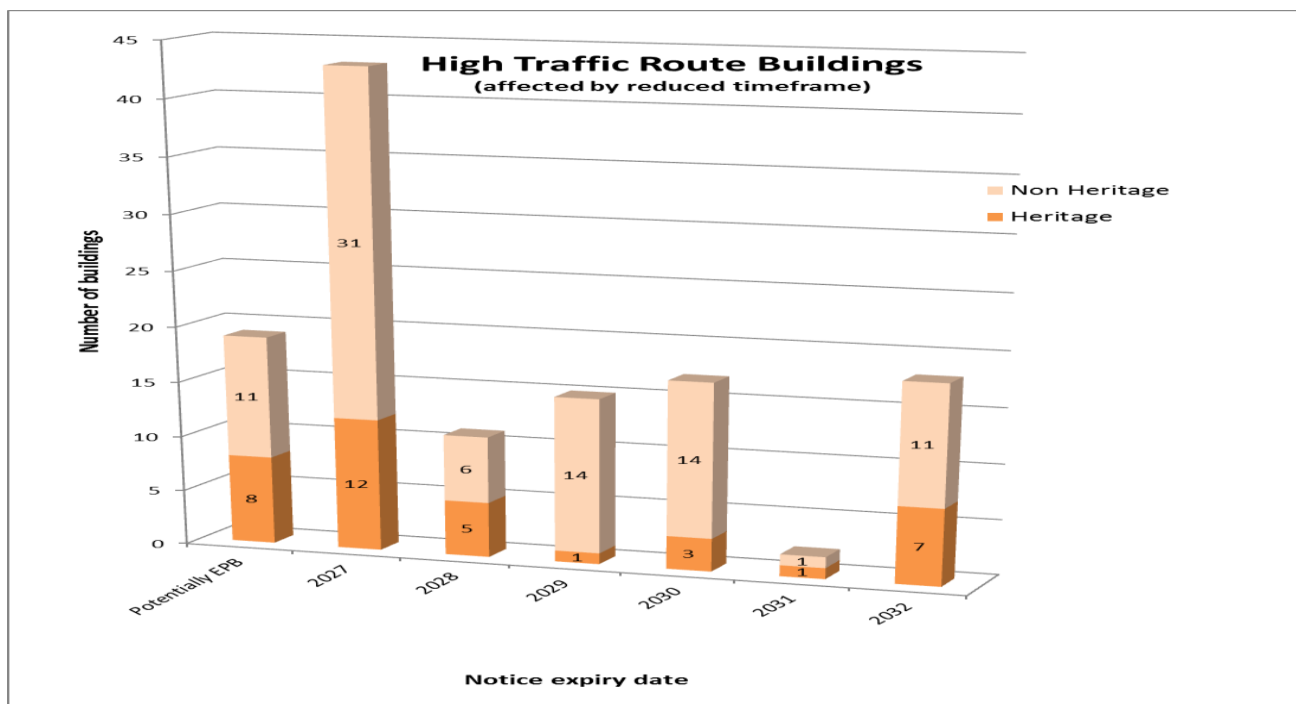
Scale of impact

47. In terms of the 216 priority buildings identified through the statement of proposal:
- 75 have existing notices that fall within six months of June 2027 and are therefore not materially impacted.
 - 66 have existing notices between 2028 and 2030 and are therefore moderately impacted by the proposal
 - 36 buildings have existing notices beyond 2030 are therefore materially impacted by the proposal
 - 39 of the 216 are identified as being potential EPB’s but currently do not have notices. These require further investigation.

48. In terms of heritage, 71 of the 216 priority buildings are heritage listed. Impacts could be amplified for owners of earthquake-prone heritage buildings. The costs associated with building work on heritage building projects can be high, while the value of some heritage buildings may be low. Heritage buildings listed as a category 1 historic place on the New Zealand heritage list may apply for an extension of up to 10 years.

49. The two graphs below provide a breakdown for both emergency transport routes and high traffic routes, and the number of buildings that will be impacted by the proposal. Priority buildings on high traffic routes need to have URM elements of their buildings that could fall in an earthquake remediated, and priority buildings on emergency transport routes are required to remediate the whole building.





Council support

50. The costs of remediation, difficulty accessing engineers and contractors in a tight construction market, and rising insurance costs has made the environment for remediation difficult for many building owners.
51. The Council provides support to EPB owners through a number of mechanisms. These include rates remission for when a building is empty during strengthening work, rates remission for when a building is removed from the EPB list, building consent subsidies for remediation work, and the built heritage incentive fund for heritage EPBs.
52. Owners of heritage EPBs can also apply for funding support from the Ministry for Culture and Heritage through their heritage earthquake upgrade incentive programme (Heritage EQUIP), which provides up to 50% of seismic strengthening cost up to a maximum grant of \$25,000 for smaller seismic strengthening works and up to 50% for major works with no upper limit (see www.heritageequip.govt.nz).
53. In addition to the above support, council officers provide guidance for building owners to get the necessary planning and building approvals for remediation work. Feedback from the sector is that this made a considerable difference in the Order in Council process, and the same resources will be used to support the priority building owners and broader EPB work programme. Council will also continue to work with government agencies, including MBIE, to inform their work and development of policy and support for this area.
54. The above support mechanisms are outlined in the Statement of Proposal.

Consultation

55. Consultation is required to be carried out under the Special Consultative Procedure. This requires the adoption of a Statement of Proposal (attached), written submissions to be provided to Council over a period of no less than a month, and provision for submitters to be heard (oral hearings). Key dates for the consultation are outlined under 'next actions' and in the Statement of Proposal.

56. The consultation will focus on communicating directly with building owners impacted by the Statement of Proposal and encourage them to share their views, as well as encourage the broader community to have their say on the routes as well.

Options

57. The Building (Earthquake-Prone Buildings) Amendment Act 2016 has identified Wellington as a high seismic risk area. That requires the Council to identify priority buildings through setting high traffic routes in consultation with the community.
58. The Council has the option to set emergency transport routes and identify priority buildings. Because of the limited number of key arterial routes in the city for emergency services and first responders to take after an earthquake event, it is crucial that they remain open and consequently officers recommend that emergency transport routes be included in the Statement of Proposal.

Next Actions

59. The key dates associated with this work is as follows:
- 19 October – Written submissions open
 - 23 November – Written submissions close
 - 6 December – Oral hearings
 - Feb 2019 – City Strategy Committee considers submissions / analysis of feedback
 - March 2019 – the Council considers whether to adopt proposal, including any amendments as a result of submissions
 - April / May 2019 – Proposal, if adopted, becomes operational.

Attachments

Attachment 1. [Draft Priority Building Statement of Proposal](#)  

Page 17

Author	Baz Kaufman, Manager Strategy
Authoriser	Mike Mendonca, Chief Resilience Officer David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

The Council must consult under the Special Consultative Procedure under Section 83 of the Local Government Act 2002. In addition to public consultation, the Council will engage with / continue engagement with the following groups

- Building owners of buildings identified as a priority building
- Residents Associations –including the Inner City Residents Association
- WREMO
- NZTA
- Emergency Services
- CentrePort
- Wellington International Airport
- Civil Defence

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

There may be additional costs associated with assessing additional buildings and there may be higher take up of the financial support schemes listed in the Statement of Proposal. The Statement of Proposal will have timing implications for buildings owners of priority buildings remediate their buildings.

Policy and legislative implications

The policy paper is made pursuant to the Building (Earthquake-Prone Buildings) Amendment Act 2016 and replaces Councils Earthquake Prone Buildings policy

Risks / legal

The Amendment Act brings in a nationally consistent approach to managing the risk from EPB buildings, and places a requirement on Council to identify buildings that must be remediated as a priority.

Climate Change impact and considerations

NA

Communications Plan

There is a consultation and communications plan. Written submissions can be provided to Council over a minimum one month period. We will communicate with key stakeholders and affected parties to ensure that they have the opportunity to submit on the proposal.

Key messages for public consultation

- We want the city to be safe in the event of an earthquake
- We want the city to be up and running as quickly as possible in the event of a moderate earthquake. Identifying these buildings – and the early remediation of priority buildings – will assist in this.
- Many building owners will not be impacted by this as they are already well advanced in strengthening buildings and have existing earthquake prone notice periods that will not change.

- We want to hear your views on the proposed routes in the Statement of Proposal.

Health and Safety Impact considered

This project is legislatively required and aims to reduce the risk to Wellingtonians from an earthquake.

Earthquake-Prone Priority Buildings

Identifying High Traffic Routes and Emergency Transport Routes

Statement of Proposal

October 2018

DRAFT

[inside cover]

Glossary

The following terms are commonly used in this consultation document and have the following meaning:

- **Priority Building**

Priority buildings include:

- Buildings classified as a priority building under the Act (eg. buildings such as hospitals, buildings supporting emergency services, emergency shelters and most education facilities)
- Any part of an unreinforced building that could fall from the building in an earthquake and fall onto a high traffic route (public road, footpath or other route)
- Any building that could impede an emergency transport route (in terms of an emergency response) if it were to collapse.

- **Unreinforced Masonry or URM**

Buildings originally constructed of masonry (brick, block or stone) without any form of reinforcement or independent lateral support. This includes buildings that may have been strengthened to earlier structural standards, and buildings of any construction type with a significant original unreinforced masonry section or part. (Page 9 EPB Methodology).

- **New Building Standard or NBS**

The New Building Standard or NBS is the current standard of performance for new buildings. Buildings constructed today must meet at least 100% of NBS.

- **Earthquake prone building or EPB**

A building, or part of a building, is earthquake prone if it will have its ultimate capacity exceeded in a moderate earthquake, and if the building or part of the building were to collapse would be likely cause injury or death in or near the building (or any other property), or damage to any other property. A building is considered earthquake prone (EPB) if it is assessed as being below 34% NBS.

In this paper, when we refer to EPB buildings, this includes *potential* EPB buildings. When we set high traffic and emergency routes this includes consideration of known potential EPB buildings.

- **Remediate**

Carrying out building work to ensure that the building, or part of the building, is no longer earthquake prone. Remediating an EPB building can involve either strengthening to 34% NBS or above or demolishing the building (or parts of the building that are EPB).

- **High Traffic Routes**

A term used to describe a street, road or other thoroughfare that has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of any unreinforced masonry buildings along those routes (to reduce the risk of injury and death from falling debris in an earthquake).

- **Emergency Transport Routes**

A term used to describe a transport route of strategic importance (in terms of an emergency response). For example, a route identified as important to allow emergency services to operate in an emergency situation and for emergency services to distribute initial supplies after an earthquake event.

DRAFT

Table of Contents

Glossary	X
Introduction	X
Executive Summary	X
How to have your say	X
<ul style="list-style-type: none"> • Key questions • Key dates 	X X
Background to EPB Priority Buildings	X
<ul style="list-style-type: none"> • New risk zones for strengthening • Timeframes for assessing and strengthening have changed • Who identifies priority buildings 	X X X
High Traffic Routes	X
<ul style="list-style-type: none"> • Criteria for determining high traffic routes • MBIE Criteria for determining high traffic routes • Application to Wellington • Identifying high traffic routes • Proposed high traffic routes • What will be required from building owners 	X X X X X X
Emergency Transport Routes	X
<ul style="list-style-type: none"> • How we identified emergency transport routes • Proposed emergency transport routes • What will be required from building owners 	X X X
Support for building owners	X
<ul style="list-style-type: none"> • Council financial support • Other council support 	X X
Questions and answers	X
Background information	X
Appendix 1 (High traffic route maps)	X
Appendix 2 (Emergency transport route maps)	X

Introduction

Earthquakes are a natural and common phenomenon in New Zealand, and they have shaped many of Wellington's unique features – its hills, valleys and its harbour.

While living with active fault lines can be very challenging, each time there's been a major earthquake, there's also been a leap forward in scientific and engineering knowledge, and an urge to turn the challenge posed by earthquakes into a positive legacy for future generations.

- The 1855 earthquake gave Wellington much of its CBD and its iconic Basin Reserve.
- The 1931 Napier earthquake prompted a review of building codes and lifted building standards across New Zealand
- The 1942 Masterton earthquake resulted in the formation of the NZ Earthquake Commission.
- The 2011 Christchurch earthquakes and the 2016 Kaikoura earthquake gave New Zealanders the motivation to improve their resilience.

The recent earthquakes has resulted in this generation's leap forward. This is currently underway and can be seen in the prioritisation of significant investment in strengthening both horizontal infrastructure and vertical infrastructure.

Horizontal infrastructure

In terms of horizontal infrastructure, Council is investing many hundreds of millions of new funding over the next ten years to improve water, stormwater, and wastewater infrastructure. Central government is working with council's to improve the region's transport infrastructure with significant projects like Transmission Gully already underway, and future projects like Let's Get Wellington Moving in the planning stages.

Other network infrastructure providers like Wellington Electricity are also investing in their network to make the city and region more resilient.

Vertical infrastructure

All of this investment is aimed at ensuring that vertical infrastructure – the city's buildings – can be a platform for our city to respond to and recover from a natural disaster.

The city's buildings are the places where we work, live and play. Importantly, they are the places from where our economy functions. Moreover, the built environment also plays a significant contribution in the identity of the city.

Our investment in pipes and cables is to ensure that our buildings can function after our inevitable earthquake. Just as Council, central government and network companies are

investing in strengthening horizontal infrastructure, there is a requirement for building owners to secure their unreinforced masonry buildings and to be seismically secure.

Infrastructure is interdependent, and for the city to take a significant jump forward in resilience, both horizontal and vertical infrastructure needs to be strengthened.

This consultation document outlines the requirements under legislation to identify priority buildings, and to ensure those buildings are strengthened or demolished as a priority.

This initiative is essential work and we encourage you to have your say.

DRAFT

Executive Summary

Earthquakes are one of New Zealand's biggest natural hazard risks, with the greatest risk to public safety coming from building failures during an earthquake.

While there is cost involved in making our buildings safer, it will also save lives in the event of a moderate or major earthquake affecting Wellington.

The Building Act 2004 sets out the requirements for identifying and strengthening earthquake-prone buildings.

Since 2006 Wellington City Council has been proactively identifying earthquake-prone buildings and working with building owners to ensure those buildings are strengthened to required standards or demolished. Over 5,000 buildings have been assessed since 2006, and just over a 1,000 have been identified as earthquake-prone¹.

In 2016, the Building Act was amended in response to the findings of the Royal Commission into the 2011 Christchurch earthquake, which highlighted the risks that earthquake-prone buildings pose to public safety. Collapsing unreinforced masonry features contributed to 39 deaths and over 100 injuries in Christchurch.

The amended Act introduced the concept of 'priority buildings' which are certain types of buildings that are considered to present a higher risk because of their construction type, their use, or their location in the city.

The Act requires Wellington City Council to identify and notify all earthquake-prone *priority* buildings by 31 December 2019, and all remaining earthquake prone buildings by 30 June 2022.

Under the Act priority buildings in Wellington must be remediated within seven and a half years after they are notified by Council. Owners of other earthquake prone buildings have 15 years to remediate their buildings.

Some priority buildings are prescribed in the Act. For example, hospitals and medical facilities needed in an emergency, buildings that will be used as an emergency shelter, any buildings that support emergency services to carry out their functions, and most buildings used for education purposes.

Other priority buildings are identified by the Council in consultation with the community. This is achieved by consulting with the community and stakeholders to identify *High Traffic Routes* and *Emergency Transport Routes*. Any part of an unreinforced masonry building that

¹ Not all remediation of EPB buildings results in strengthening or demolition. At times, Council is provided with new/more detailed information about the building which actually means no building work is needed.

could fall onto high traffic routes, or any building that could fall in an earthquake and impede an emergency transport route is a priority building.

Wellington has high vehicle and pedestrian traffic in the inner city and along key arterial routes, and because of its unique topography, has limited options for emergency services to take in the event of an earthquake.

Reflecting those circumstances, Wellington City Council is proposing to identify much of Wellington's CBD and many arterial roads as emergency transport routes or high traffic routes for purposes of the Building Act 2004.

Many building owners in Wellington have already carried out earthquake strengthening or are working to a timeline to remediate their building that ensures they will not be affected by the amended Act and this proposal.

However, we do recognise that the new legislation and this proposal will have significant implications for some building owners of EPB and URM buildings along these routes as the timeline for when they need to be strengthened or demolished could be brought forward.

In this consultation document we explain the basis on which we have proposed high traffic routes and emergency traffic routes. Given the potentially significant implications for some building owners, we ask that you carefully consider the proposed routes, and provide us with your views.

How to have your say

To have your say you can:

- Go online to Wellington.govt.nz/have-your-say
- email your submission to policy.submission@wellington.govt.nz, or
- send a written submission to Priority Buildings, Freepost, Wellington City Council, PO Box 2199, Wellington. You can use the submission form at the end of this statement of proposal.

You can get more copies of this statement of proposal at Wellington.govt.nz/have-your-say, Council service centres, libraries, by emailing policy.submission@wellington.govt.nz, or by phoning 499 4444.

If you wish to make an oral submission to councillors, please indicate this on the submission form and ensure you have included your contact details. We will contact you to arrange a time for you to speak. The dates for oral hearings are outlined below.

This consultation is being conducted according to the special consultative procedure requirements set out in sections 83 and 86 of the Local Government Act 2002.

Key questions

In this document we explain the basis on which we have proposed high traffic routes and emergency traffic routes.

We are keen to understand what you think about these routes: have we got it right; is there anything else we need to consider?

The questions posed below are intended to help guide your submission. They are a guide only and all submission points are welcome. You do not have to answer all the questions.

- Do you agree with the proposed high traffic routes? Why?
- Do you agree with the proposed emergency transport routes? Why?
- Do you think we have been over-inclusive in some areas, or left out areas which should be included?
- Is there anything else we need to take into account in setting these routes?
- How can the Council best support building owners meet requirements for remediating their buildings?

Key dates

19 October – Written submissions open

23 November – Written submissions close

6 December – Oral hearings

Feb 2019 – City Strategy Committee considers submissions

March 2019 – Council decides whether to adopt the proposal

April 2019 – Proposal becomes operational

DRAFT

Background to EPB Priority Buildings

In response to the Christchurch earthquakes, central government passed the Building (Earthquake Prone Buildings) Amendment Act in 2016 which introduced a new system and process for managing earthquake prone buildings across New Zealand.

The Amendment Act amended the Building Act to introduce three seismic risk areas for New Zealand. Wellington falls under the 'high' seismic risk area which has implications for when buildings must be assessed and remediated.

New risk zones for strengthening

New Risk Zones for Strengthening

- High Risk Areas**
Wellington
Christchurch
Palmerston North
Napier/Hastings
Gisborne
Blenheim
- Medium Risk Areas**
Hamilton
New Plymouth
Wanganui
Invercargill
Tauranga
Rotorua
Nelson
Timaru
- Low Risk Areas**
Auckland
Oamaru
Northland
Dunedin



Timeframes for assessing and remediating have changed

The Act now requires that, for high risk areas like Wellington, all EPB buildings must be identified by 1 July 2022. All EPB buildings (except for those that are also priority buildings) must be remediated within 15 years of the date of the notice from Council.

The Act also requires the Council to identify which of those EPB buildings are *priority buildings*. Priority buildings either pose a higher risk to public safety or are critical to recovery in an emergency and therefore must be identified by 31 December 2019 and remediated within 7.5 years from the date of the EPB notice specifying that the building is also a priority building.

Table 1: Key timeframes

Seismic risk area	Timeframes within which TAs must identify EPB buildings		Timeframes within which owners of EPB buildings must carry out seismic work (or demolish)	
	Priority buildings	Other	Priority Buildings	Other
High Risk Areas (Wellington)	31 Dec 2019	30 June 2022	7.5 years of the date of an EPB notice from the TA also specifying the building as a priority building	15 years of date of an EPB notice from the TA
Medium Risk Areas	30 June 2022	30 June 2027	12.5 Years of receipt of an EPB notice from the TA	25 years of receipt of an EPB notice from the TA
Low Risk Areas	N/A	30 June 2032	N/A	35 years of receipt of an EPB notice from the TA

In this document, we have referred to a timeframe of a 7.5 years for remediation of EPB priority buildings. We note that for existing section 124 notices (ie buildings which have already been notified as earthquake prone), under Schedule 1AA of the Building Act we must determine whether the priority building timeframe of the existing deadline for remediation is applicable, based on whichever is the shortest.

Who identifies priority buildings

Some priority buildings are determined by central government, while others Council identifies in consultation with the community and stakeholders.

There are three ways *priority* buildings are identified:

- **Buildings supporting emergency services and education**
These include most hospitals (or parts thereof eg. emergency departments), buildings supporting emergency services (such as police stations), emergency shelters, and most buildings used for education and training purposes, including early childhood education and care centres, schools, private training establishments and tertiary institutions.

These are prescribed by the Act.

- **Buildings on High Traffic Routes**

Any building that has unreinforced masonry elements that could fall in an earthquake onto a high traffic route thereby causing injury or loss of life is a priority building.

High traffic routes are identified by Council in consultation with the community.

- **Buildings on Emergency Transport Routes**

Any building that could fall in an earthquake on a emergency transport route and impede an emergency response is a priority building.

Emergency transport routes are identified by Council in consultation with the Wellington Regional Emergency Office, other emergency services providers and the broader community.

DRAFT

High Traffic Routes

Criteria for Identifying High Traffic Routes

The Act does not define or give criteria for identifying “public roads, footpaths or other routes with high pedestrian or vehicular traffic to warrant prioritisation”. However, the Ministry of Business Innovation and Employment (MBIE) has published criteria for Councils to use for this purpose.²

MBIE Criteria for determining high traffic routes

High Pedestrian Areas <i>(People not in vehicles)</i>		
Note: high pedestrian areas are those areas where people are concentrated or routes with high foot traffic.		
Description of use	Description of area	Example of application to city or metropolitan area
Areas relating to social or utility activities	Areas where shops or other services are located	City or suburban areas with shops, cafes, restaurants, bars, theatres, and malls
Areas relating to work	Areas where concentrations of people work and move around	Areas around office buildings or other places of work where there is a concentration of workers
Areas relating to transport	Areas where concentration of people access transport	Areas around transport hubs, train stations, bus stops, car parks
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from transport hubs or other areas relating to transport to areas where shops, other services or areas people work are located.

² *Priority Buildings: A Guide to the earthquake-prone building provisions of the Building Act*, Ministry of Business Innovation & Employment, July 2017.

High Vehicular Traffic Areas <i>(People in motor vehicles / on bikes)</i>		
Description of use	Description of area	Example of application to city or metropolitan area
Key traffic routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, arterial routes, heavy use bus routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections where traffic builds up at peak hours

Application to Wellington

Wellington has a high concentration of employment in the central city with around 82,000 people travelling per day (morning peak) to the central city from surrounding suburbs and neighbouring cities.

Wellington also has many cultural attractions and a vibrant nightlife and therefore many people also travel into the city from the suburbs and neighbouring cities in the evenings and during the weekends.

These numbers are going to increase as the city and wider region grows. By 2043 we expect up to 280,000 people will be living in the city and many more will be coming in from neighbouring cities to work, learn and play. Because of Wellington’s unique geography these people all travel along a limited number of transport corridors into the city.

The central city and key arterial routes leading into and out of the city are where most of the city’s earthquake-prone buildings are located.

These are the city’s most used routes. Giving priority to these routes is therefore likely to bring greatest benefit in terms of public safety in the event of a moderate earthquake.

Identifying High Traffic Routes

We collect data on traffic movements through a system of ‘cordon counts’ in key parts of the city and then use modelling to identify traffic movements along nearby streets and roads. We also monitor pedestrian counts – particularly in the inner city.

The proposed high traffic routes identified below have been guided by MBIE criteria and included a review of the volumes and concentrations of pedestrian and vehicle traffic data

in the city, consideration of the new bus routes, areas of employment, and areas of concentration because of social and cultural activities.

Proposed High Traffic Routes

Based on MBIE criteria and the above data, we propose to identify the following streets, roads and lanes as high traffic routes:

Abbott St	Cleveland St	Hawkestone St	Martin Sq	Swan Lane
Abel Smith St	Collins Ave	Hill St	Maupuia Rd	Taranaki St
Adelaide Rd	Constable St	Hobart St	Mein St	Tasman St
Allen St	Courtenay Pl	Hobson Cres	Messines Rd	Te Whiti St
Apu Cres	Coutts St	Hobson St	Middleton Rd	Tennyson St
Aro St	Cuba St	Holland St	Mills Rd	The Esplanade
Arthur St	Customhouse Quay	Humber St	Molesworth St	The Parade
Awarua St	Davis St	Hunter St	Monorgan Rd	The Ridgeway
Ballance St	Dekka St	Hutt Rd	Mornington Rd	The Terrace
Barker St	Derwent St	Ira St	Moxham Ave	Thompson St
Bay Rd	Dixon St	Jervois Quay	Mulgrave St	Thorndon Quay
Belfast St	Drummond St	Johnsonville Rd	Murphy St	Tinakori Rd
Blair St	Duncan Tce	Kaiwharawhara Rd	Northland Rd	Tirangi Rd
Boston Tce	Eagle St	Karori Rd	Onepu Rd	Todman St
Botanic Gardens	Egmont St	Kemp St	Ottawa Rd	Tory St
Boulcott St	Eva St	Kent Tce	Owen St	Troy St
Bowen St	Evans Bay Pde	Khandallah Rd	Palmer St	Victory Cres
Brighton St	Fallowfield Ave	Kilbirnie Cres	Park Rd	Vivian St
Broadway	Fancourt St	Kingsford Smith St	Pipitea St	Wadestown Rd
Brougham St	Feltex Lane	Lambton Quay	Reef St	Waipapa Rd
Brussels St	Fifeshire Ave	Leeds St	Rhodes St	Waitoa Rd
Buckle St	Frederick St	Lorne St	Riddiford St	Wakefield St
Bunny St	Garden Rd	Lukes Lane	Rintoul St	Washington Ave
Bute St	Garrett St	Maginnity St	Rongotai Rd	Wigan St
Caledonia St	Ghuznee St	Main Rd	Rosina Fell Lane	Willis St
Cambridge Tce	Grafton Rd	Majoribanks St	Roxburgh St	Woodward St
Centennial Highway	Haining St	Mamari St	Rugby St	Zoo internal area
Charlotte Ave	Hanson St	Manners St	Sar St	
Claytons Ave	Hataitai Rd	Mansfield St	Stoke St	
	Hawker St	Marion St	Sussex St	

For maps of high traffic routes please see Appendix 1.

What will be required from building owners

Once the Council has identified high traffic routes in the city in consultation with the community, the Council must notify those owners of earthquake prone priority buildings on high traffic routes that they are a priority building and have up to 7.5 years to complete any remediation work. Remediation relates to URM elements on the priority building that could fall in a moderate earthquake onto the high traffic area and cause injury or death, not the entire building. Notification will be sent by 31 December 2019.

DRAFT

Emergency Transport Routes

After any earthquake, it is essential that emergency services can get to and from their bases to areas of need, and can reach key facilities such as hospital emergency departments. It is also very important that equipment can be brought to key points in the city and distributed to help with the initial response phase³.

We consider there are buildings in Wellington that could impede emergency transport routes (in terms of an emergency and initial response phase) if they collapsed in an earthquake. We therefore seek your views on the emergency transport routes for the purpose of prioritising EPB buildings along these routes.

EPB buildings that impede access along an emergency transport route could slow or stop the emergency response. Therefore we consider any EPB building along such a route should be a priority building. Priority buildings along emergency transport routes need to be assessed by 31 December 2019 and the whole building must be remediated within 7.5 years from the date of the EPB notice from Council specifying that the building is also a priority building.

How we identified emergency transport routes

The Wellington Regional Emergency Management Office (WREMO) has worked with the Council and emergency services to identify a staged approach to reopening transport routes in the region and within Wellington after an earthquake event taking into account the likely viability of routes being available following an event⁴. In Wellington, roading corridors will be reopened in four separate stages.

Stage 1 (and stage 1 alternate) are the most important and includes the 'strategic spine' encompassing north-south routes connecting Porirua to Wellington airport via the Wellington central business district, CentrePort and Newtown Hospitals.

These are the routes that emergency services are most likely to use following an earthquake or other natural disaster. They provide access to strategic services such as the airport,

³ The Council is not required under legislation to identify emergency transport routes (as a means to identify priority buildings), but has chosen to do so. The rationale for this is that while some cities have multiple route options for emergency services and first responders to take after an earthquake event to reach key emergency facilities, this is not the case in Wellington. Wellington has unique topography which means there are limited route options in the city that can link emergency services to key emergency facilities (such as hospitals). We have therefore included emergency transport routes in this Statement of Proposal as a means to identify priority buildings.

⁴ This was based on a vulnerability and risk assessment undertaken by Opus International Consultants and included consideration of buildings, structures, ground conditions and slope stability

hospital, and the sea port, and provide a clear regional route to and from the city in order to distribute food and water supplies after an earthquake.

Stage 1 and stage 1 alternate are proposed emergency transport routes for the purpose of identifying priority buildings.

The remaining streets and roads (stages 2-4) to other suburbs and outlying areas will be reopened in a phased way⁵.

The proposed emergency transport routes

The emergency transport routes are mainly in the central business district, but are also in suburban areas including Rongotai, Kilbirnie and Newtown, as well as the north western suburbs of Thorndon, Wadestown, Chartwell, Crofton Downs, Ngaio, Khandallah, Broadmeadows, and Johnsonville.

Wellington City Council proposes to designate the following streets, routes, and motorway sections as emergency transport routes.

Arthur St	Molesworth St
Abel Smith St	Mulgrave St
Buckle St	Murphy St
Cambridge Tce	Wellington Urban Motorway
Customhouse Quay	The Terrace
Featherston St	Thorndon Quay
Little Pipitea St	Vivian St
Jervois Quay	Wakefield St
Karo Drive	Whitmore St
Lambton Quay	Willis St

For maps of emergency transport routes please see Appendix 2.

What will be required from building owners

Once the Council has identified emergency transport routes in the city in consultation with the community, the Council must notify priority EPB buildings on these routes by 31 December 2019. Owners of those buildings will have up to 7.5 years to complete any remediation works from the date of the EPB notice also specifying their building is a priority building. Remediation relates to the whole building.

⁵Stage 2 includes increase access around Wellington Airport, through Wellington CBD and to the southern landfill; stage 3 is focused on providing access to major suburbs; and stage 4 will open remaining key network links

Support for building owners

Building owners are expected to complete the required earthquake strengthening work. However, because of the public safety benefits of strengthening buildings, there is Council assistance available.

Council Financial support

The Council offers incentives to strengthen earthquake-prone buildings, including:

- *Rates remission when a building is empty during strengthening work*

If the building is unable to be occupied (it is not fit for purpose) while it is being strengthened, the building owner can apply for a rates remission. In this case, rates remission (ie rates reduction) refers to commercial, industrial and business sector, base sector targeted and downtown levy targeted rates. The building does not need to be on Wellington City Council's Earthquake-prone Buildings List to be eligible for this incentive.
- *Rates remission when a building is removed from the earthquake-prone buildings list*

If the building owner has completed strengthening work or demolition, and the building is no longer on the Council's Earthquake-prone Buildings List, they can apply for remission of applicable rates for a period of 3 years. If the building is listed on the District Plan Heritage List, then the rates remission period is 5 years. This is extended to 10 years if the building is also identified by Heritage New Zealand as a Category I on the New Zealand Heritage List or 8 years if it is identified as a Category II. Applicable rates are general rate, downtown levy, targeted sector (base or commercial) rates, stormwater and sewerage rates.
- *Building consent subsidies for strengthening works*

Building owners can apply for a building consent fee rebate if your building is on the Earthquake-prone Buildings List and the strengthening costs are significant. The subsidy calculation is 10% of the Wellington City Council charges up to a maximum of \$5,000 per consent. It does not cover third party charges we collect on behalf of, such as the Building Research Levy. The consent fees claimed must be for work done to strengthen the building to remove it from the earthquake-prone buildings list.

- *Built Heritage Incentive Fund*
Heritage buildings are those that, individually or as part of a collective community, hold historical value for our society. Buildings with heritage value are classified in various ways: they are scheduled under the District Plan; are covered by a conservation area or special character zone under the District Plan; and/or are registered under the Historic Places Act 1993. The Council believes the survival of heritage buildings should be actively promoted. The Council does not want to see strengthening work adversely affect the intrinsic value of these buildings. If a detailed structural assessment confirms a building is earthquake-prone, the Council will work with the owners to develop a mutually-acceptable solution. We can also provide funding support through the Council's Building Heritage Incentive Fund (BHIF) which provides grants to owners of heritage buildings to help with repairs and maintenance.

Owners of EPB heritage buildings can also apply for funding support from the Ministry for Culture and Heritage through their HeritageEquip incentive programme.

There are no restrictions on building owners applying – and receiving – financial support through multiple schemes listed above.

Other Council support

In addition to the Council's regulatory role and funding support, we seek to work closely with EPB building owners to explore what options may be available to help strengthen the building.

The Council's earthquake resilience team provide advice and guidance for building owners to get the necessary planning and/or building approvals for construction, strengthening and refurbishment of the building.

When strengthening options are not viable, the Council will try to help the owner with the regulatory process necessary for demolition.

The Earthquake Resilience Team at Council is also available to help facilitate meetings between adjoining building owners to explore the possible benefits of strengthening both buildings at the same time. The team can also help owners plan a strengthening programme and determine what work should be prioritised to improve the earthquake-resilience of the building.

Questions and answers

What is an earthquake-prone building?

The Building Act 2004 defines an earthquake-prone building as any building, or part of a building, that will have its ultimate capacity exceeded in a moderate earthquake, and which would be likely to cause injury or death to people in or near the building or on any other property, or damage to other property. A moderate earthquake is an earthquake that generates shaking one-third as strong as the shaking that would be used to design a new building on the same site.

This definition means that buildings strengthened to comply with the minimum earthquake-prone building standards may still be at risk of collapse in a strong or severe earthquake. They are not likely to be able to withstand earthquakes as well as buildings that comply with modern building standards.

Any building that is declared earthquake-prone will have to be strengthened to at least 34% of New Building Standard.

Under the amended Act all earthquake-prone buildings have to be identified by 30 June 2022 and strengthened or demolished within 15 years of receiving notice from Council to remediate their building.

What is a priority building?

Priority buildings include:

- Buildings classified as a priority building under the Act (eg. buildings such as hospitals, buildings supporting emergency services, emergency shelters and most education facilities)
- Any part of an unreinforced building that could fall from the building in an earthquake and fall onto a high traffic route (public road, footpath or other thoroughfare) that has high vehicle or pedestrian movement to warrant making the URM feature a priority for remediation
- Any building that could collapse and impede an emergency transport route.

All *priority* buildings must be identified by 31 December 2019 and must be remediated within 7.5 years of the date of notice from Council advising that the building is both a priority building and earthquake prone.

What is unreinforced masonry?

A building originally constructed of masonry (brick, block or stone) without any form of reinforcement or independent lateral support. This includes buildings that may have been strengthened to earlier structural standards, and buildings of any construction type with a significant original unreinforced masonry section or part.

Unreinforced masonry was often used in older buildings for construction of facades, parapet walls, verandas, balconies, decorative ornaments, chimneys, and street signs. If they are not secured, these features can collapse or fall during an earthquake, posing a significant risk to public safety.

How will I know if my building is earthquake-prone?

Either the Council will have already given you notice that your building is earthquake-prone and needs to be strengthened to required standards, or you will be given you notice by 30 June 2022. If you own a priority building you will be given notice by 31 December 2019.

If your building has already been identified as earthquake-prone, you'll have been notified, a yellow or orange notice will have been placed on your building, and the building will have been listed on MBIE's [Earthquake-prone Building Register](#) (EPB Register).

Are private homes and other residential buildings affected?

Most private homes and residential buildings will not be affected by this proposal. However, apartment buildings, some townhouse complexes and most (or possibly all) hostels, boarding houses and other specialised accommodation may be affected.

The earthquake-prone buildings provisions in the Building Act 2004 (section 133AA) do not apply to residential buildings unless the building is two or more storeys tall and either contains three or more household units or is a hostel, boarding house or other specialised accommodation.

What happens to existing notices and timeframes?

The amended legislation specifies 15 years as the maximum time for remediation of EPB buildings, and new notices will be issued to reflect this. This time frame will usually start from the date of the original notice.

Notices with a time frame of less than 15 years will not change unless the building is also identified as a priority building. Priority buildings must be remediated within 7.5 years. This

could mean that, for EPB buildings which are also priority buildings, existing deadlines could be brought forward.

What if I have already completed remediation work?

This Statement of Proposal is focused on EPBs and potential EPBs. If you have already completed remediation work on your building, it is no longer considered earthquake prone by Council, and have had your building removed from the national EPB Register, this Statement of Proposal does not impact you unless further information becomes available that indicates the building may be earthquake prone.

Is there any way these shorter timeframes can be extended?

Owners of heritage buildings listed as a Category 1 historic place on the New Zealand heritage list, or included on the National Historic Landmarks, may apply in writing to Council for an extension of up to 10 years to complete remediation work. This would then be considered by Council taking into account the issues and risks with the building.

Can building owners challenging a Council decision on a building's priority status?

Once Council has made a final decision on high traffic routes and emergency transport routes and identified priority buildings, if you disagree with Council's decision on being identified as a priority building, it is important talk to us first to try and resolve this.

You can also apply to MBIE for a determination (a legally binding ruling) about nearly all the decisions territorial authorities make regarding earthquake-prone buildings including being identified as a priority buildings.

However, you can't challenge the Council if it takes enforcement action against you because you haven't strengthened or removed your building by the deadline given in the EPB notice.

How does this proposal fit with the Hurunui/Kaikoura Earthquake Recovery (URM) Order 2017?

Following the 2016 Hurunui/Kaikōura earthquake, the Government issued an order requiring owners of dangerous street-facing unreinforced masonry buildings on certain Wellington streets to secure the building to reduce or remove the danger of masonry falling into the street. The order required that this work be completed by 31 March 2018.

Following that order the Council identified relevant buildings, and has been working with building owners to make sure the required work is completed.

Even once the URM work is completed, if the building is still earthquake-prone and is designated as a priority building, further earthquake strengthening may be needed.

DRAFT

Background information

Building Act 2004

<http://legislation.govt.nz/act/public/2004/0072/latest/DLM306036.html>

MBIE guidance on earthquake-prone buildings

www.building.govt.nz/managing-buildings/managing-earthquake-prone-buildings

Wellington City Council guidance on earthquake-prone buildings

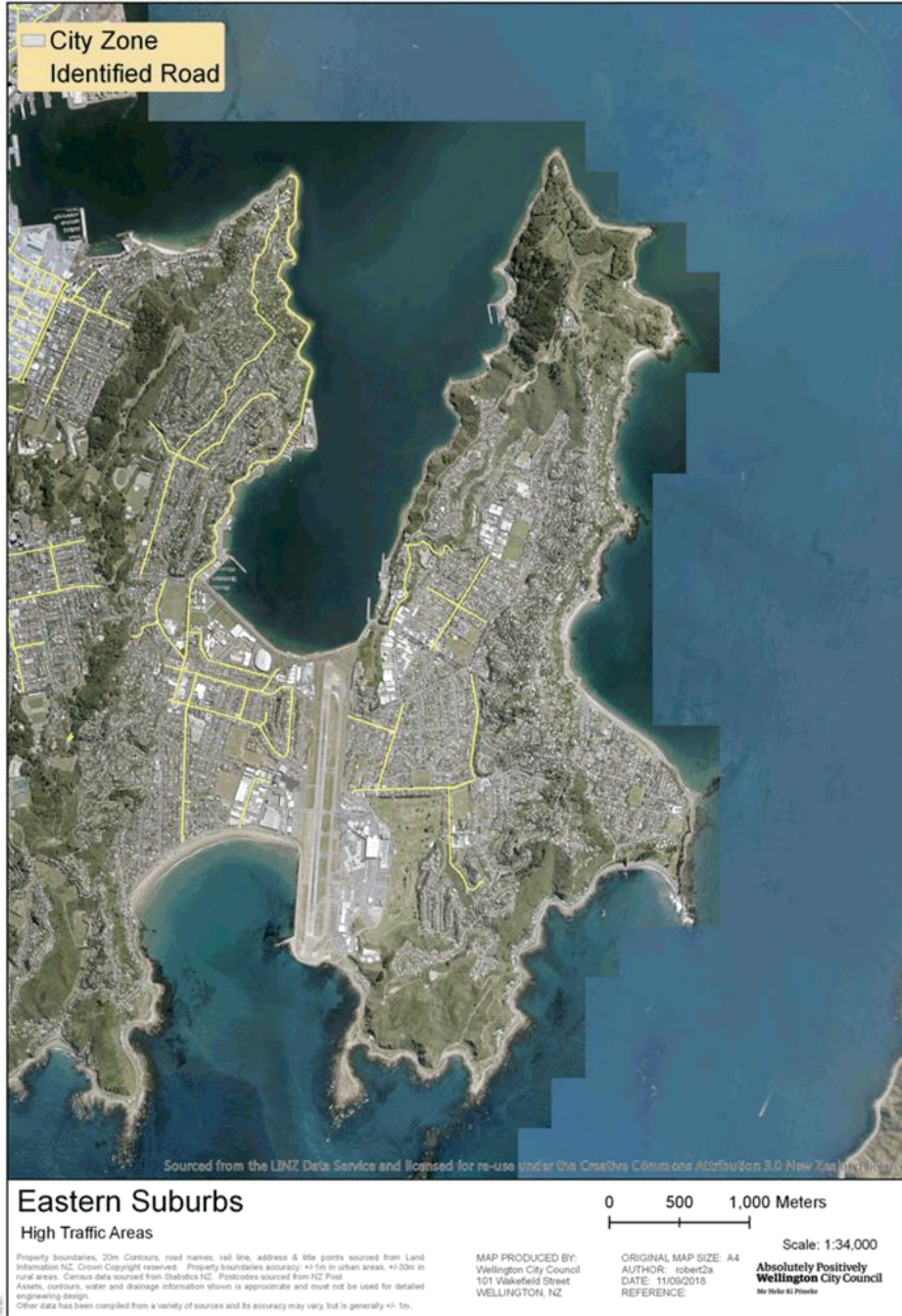
www.wellington.govt.nz/services/rates-and-property/earthquake-prone-buildings

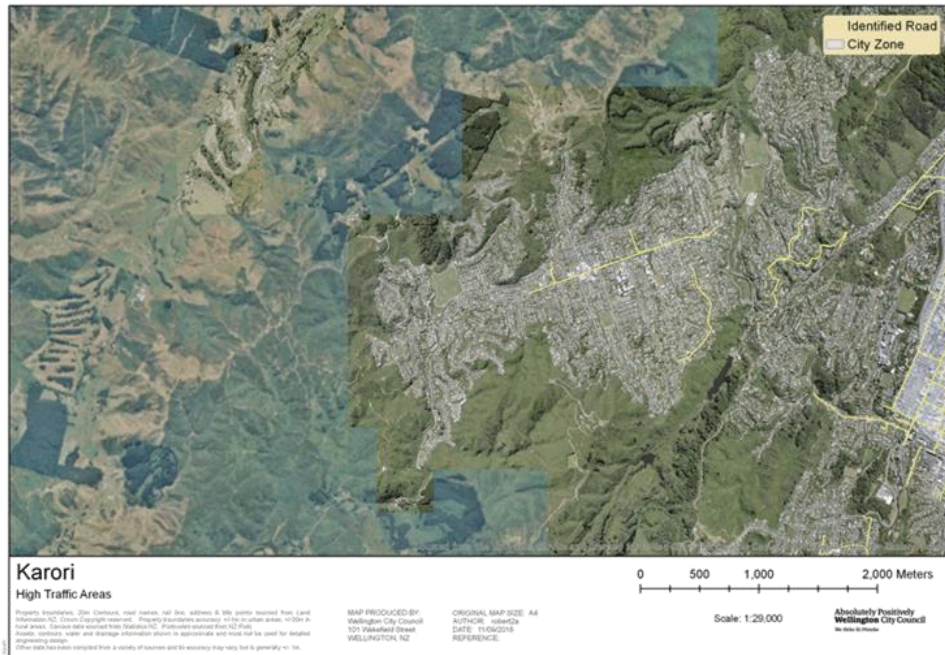
www.wellington.govt.nz/services/community-and-culture/funding/council-funds/built-heritage-incentive-fund

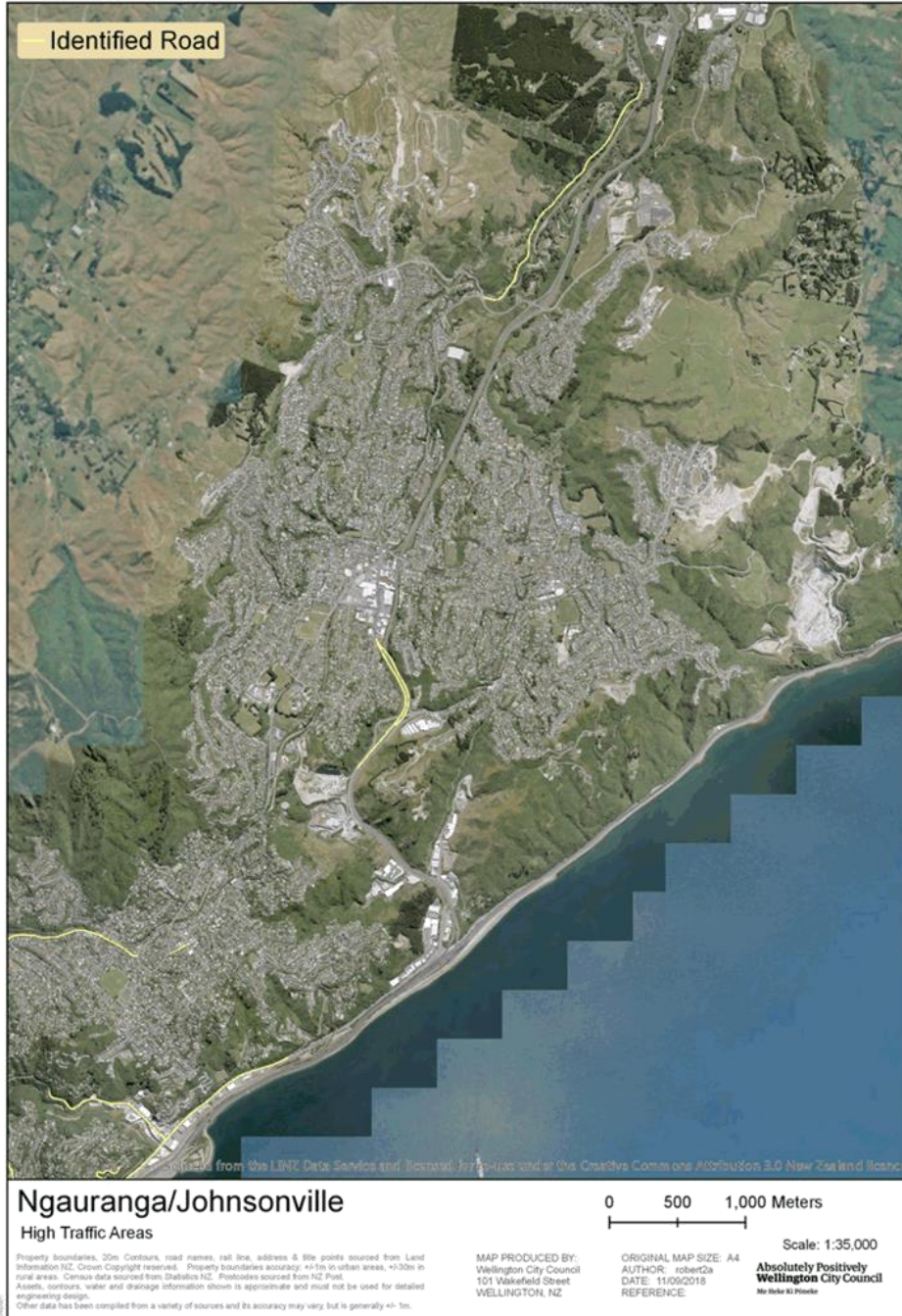
DRAFT

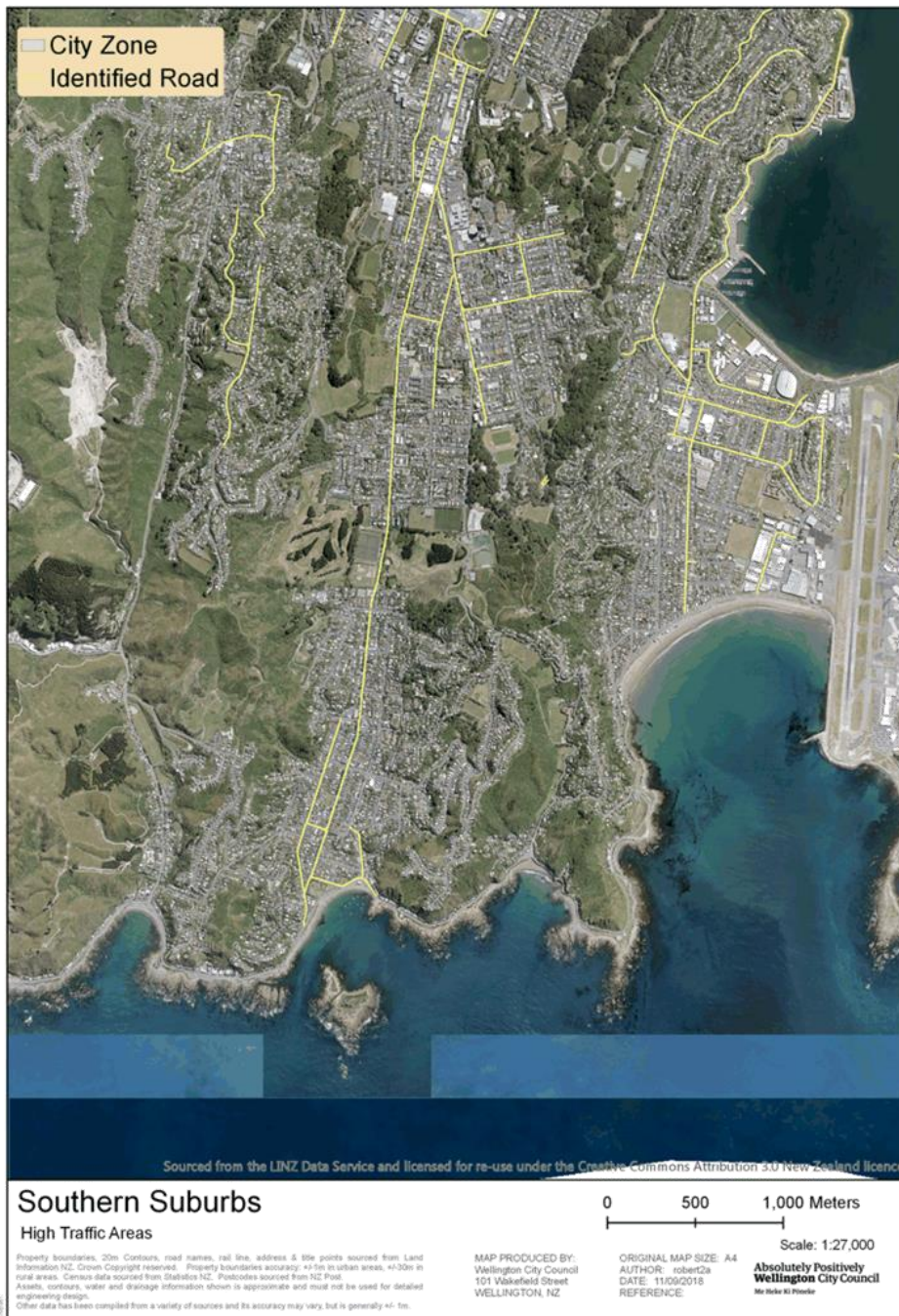
Appendix A: Proposed high traffic routes



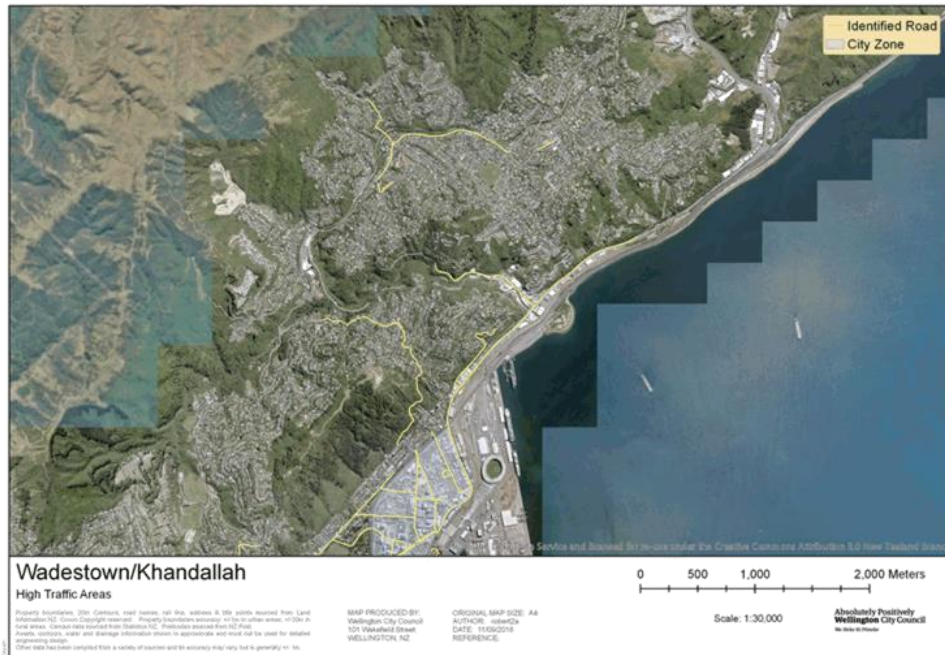






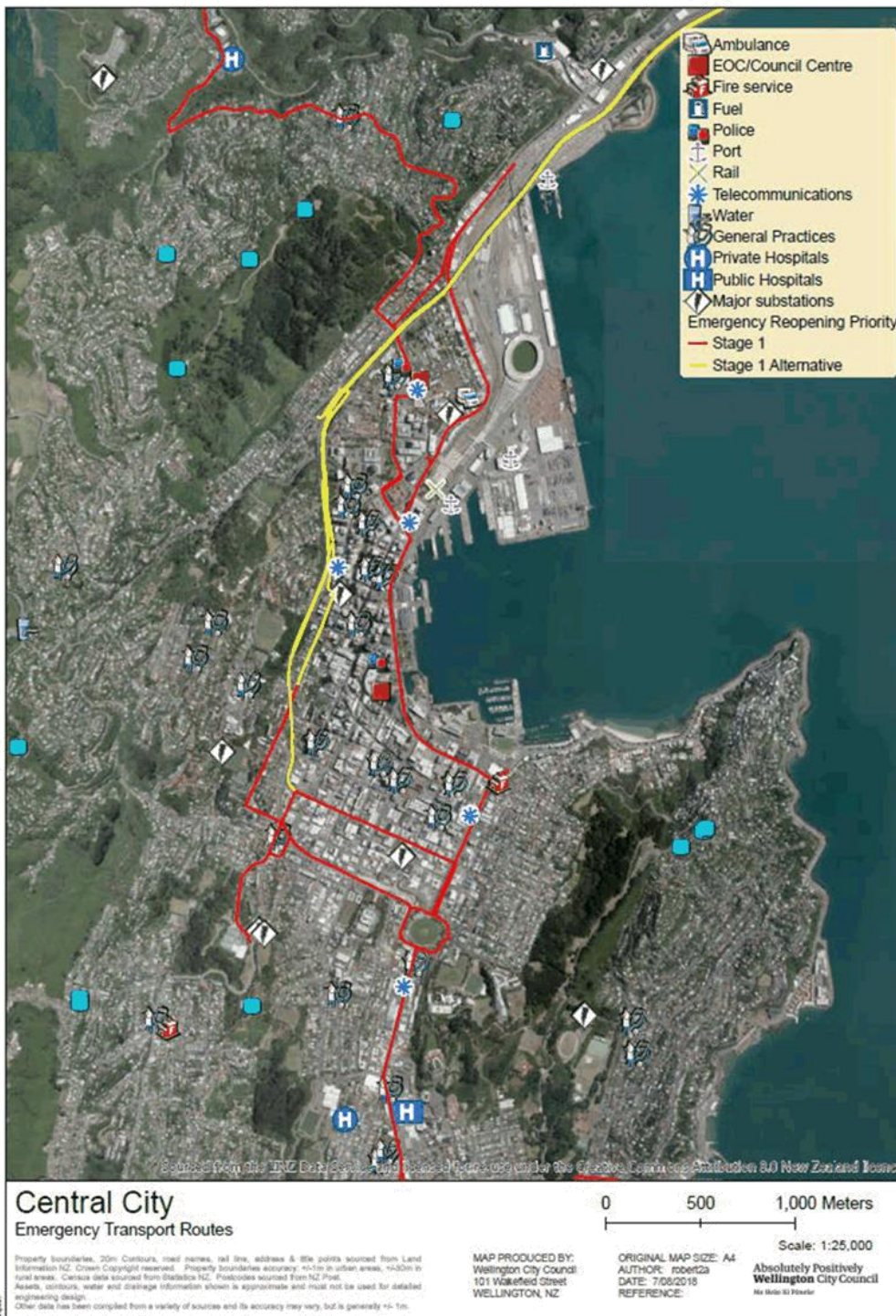




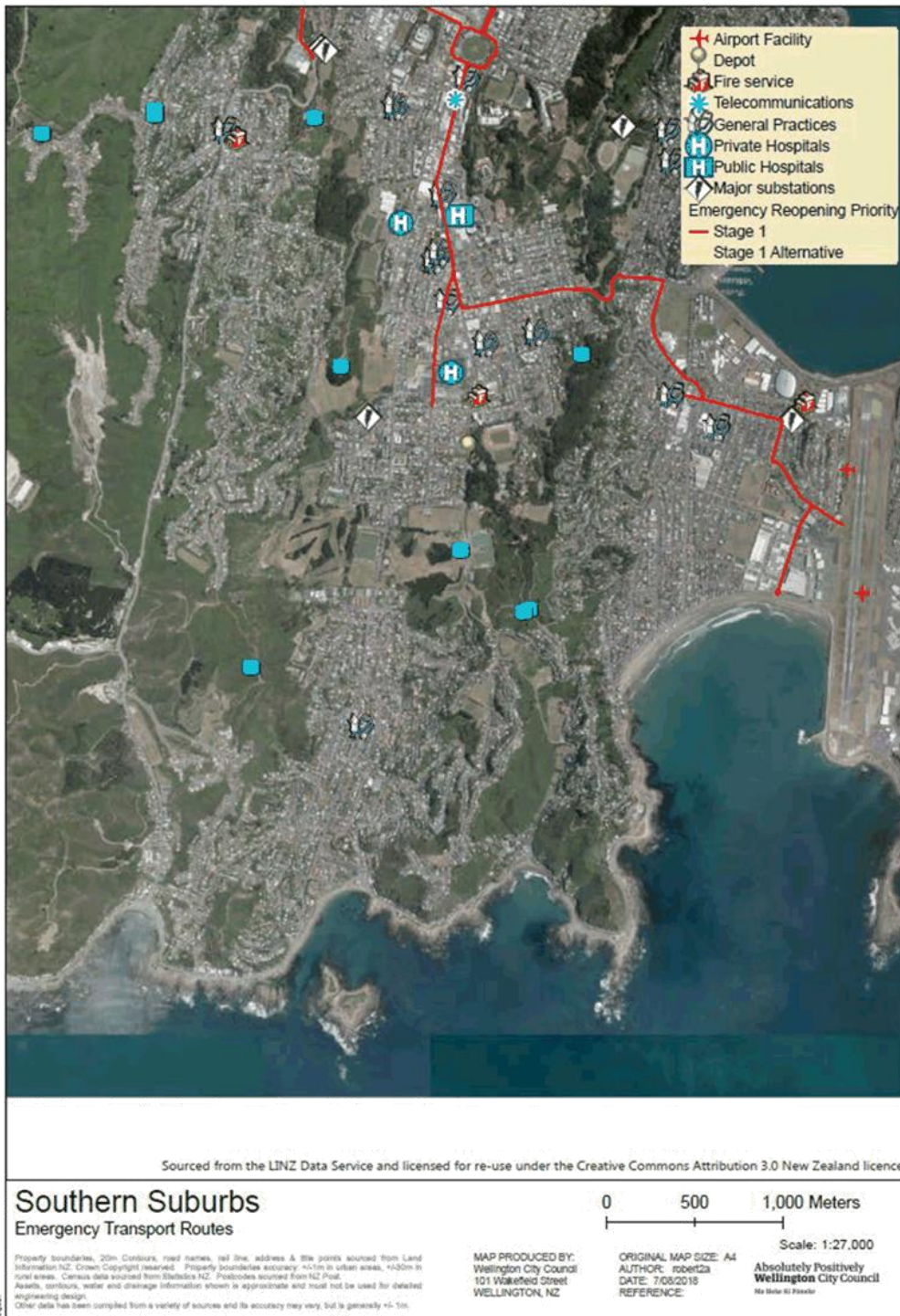


DRAFT

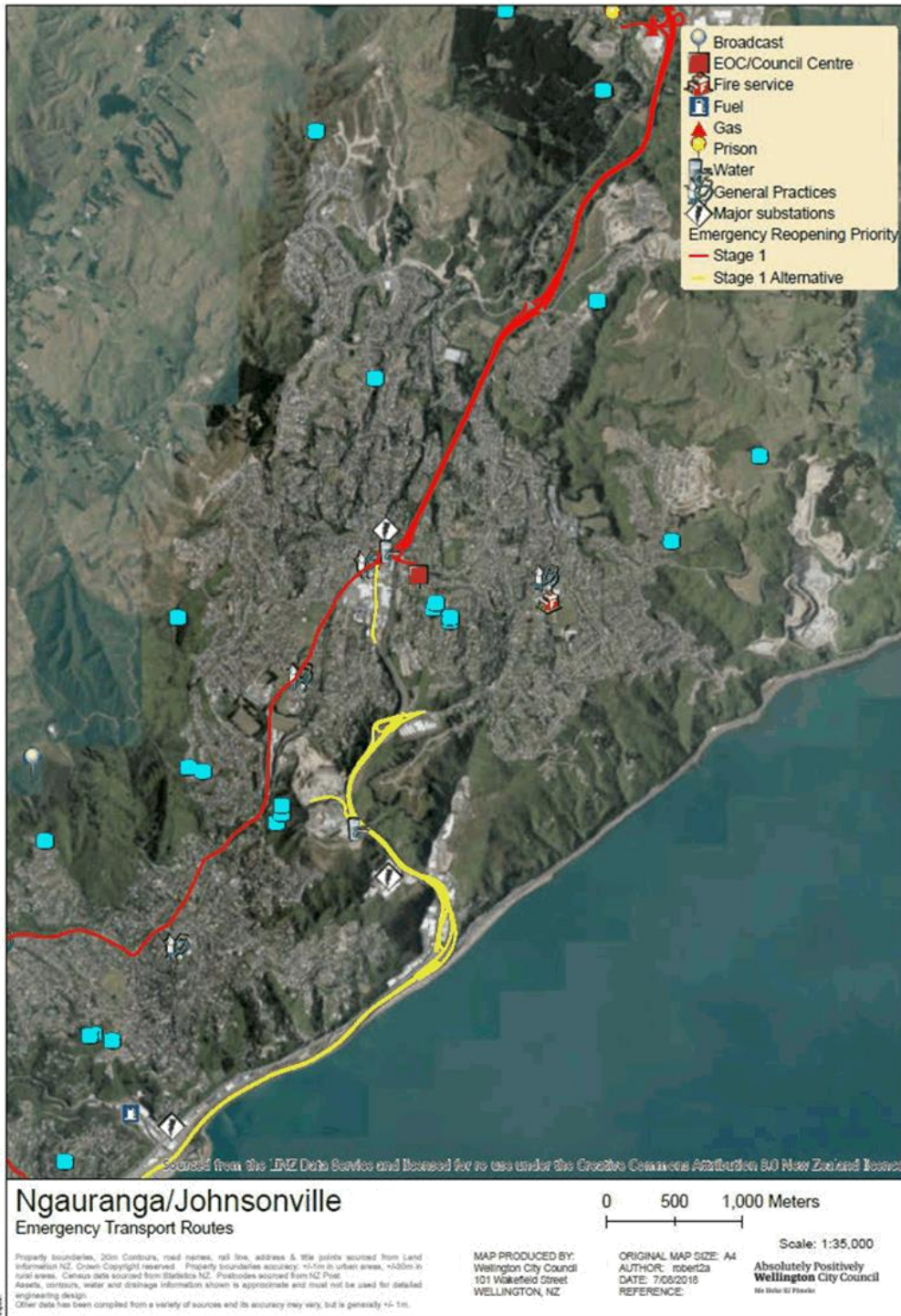
Appendix 2: Proposed emergency transport routes

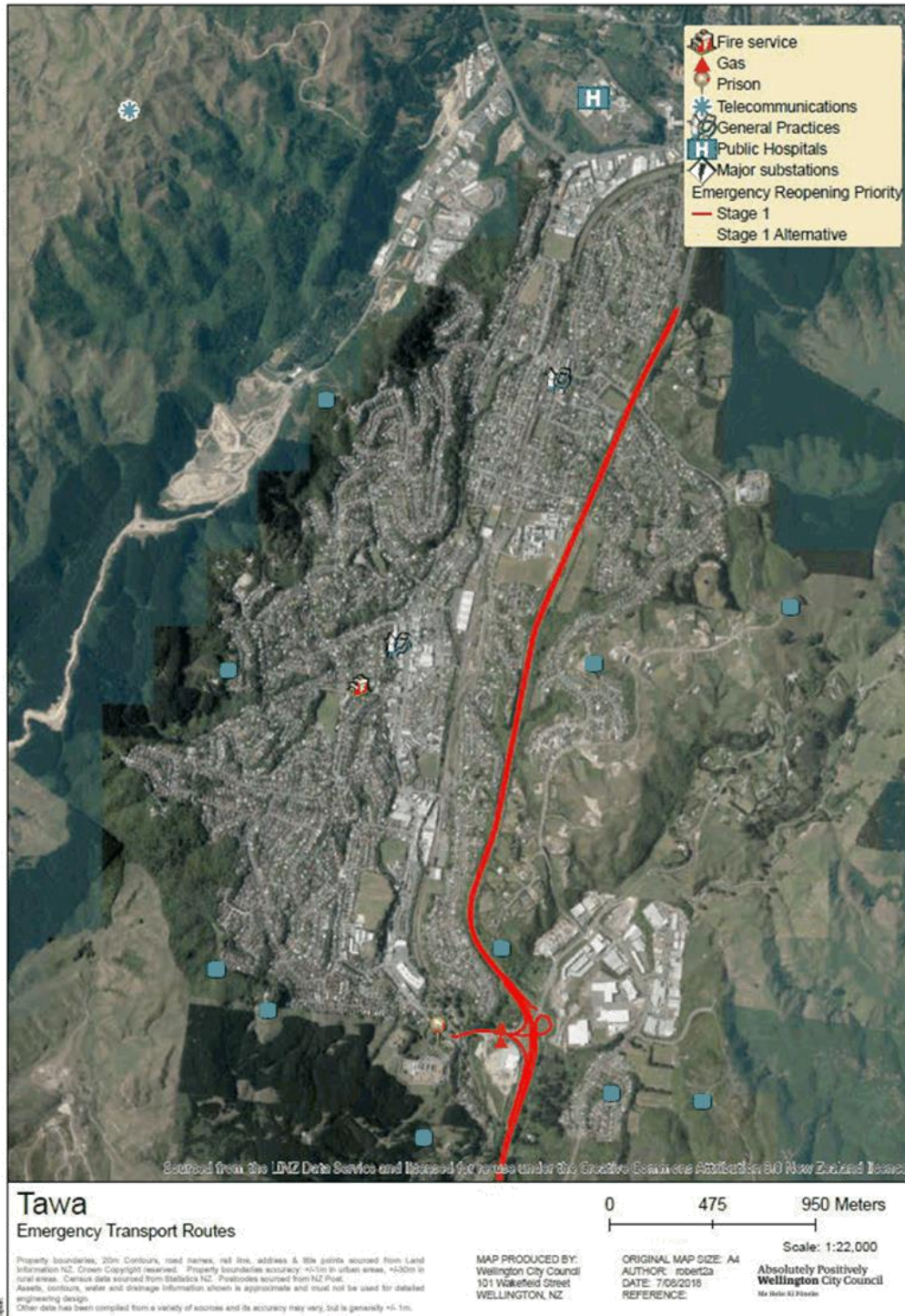












SUBMISSION ON THE MINISTRY OF HEALTH GAMBLING HARM STRATEGY CONSULTATION

Purpose

1. To seek the Committee's approval of the submission on the *Ministry of Health Strategy to Prevent and Minimise Gambling Harm 2019/20 to 2021/22: Consultation Document*. Submissions close on 21 September 2018.

Summary

2. The Ministry of Health is consulting on the *Strategy to Prevent and Minimise Gambling Harm 2019/20 to 2021/22* (the strategy). The Strategy covers objectives, services and levies to directly mitigate the harms from problem gambling.
3. The Council's primary role in the mitigation of gambling harm is via the Council's Gambling Venues Policy 2015 which establishes where class 4 non-casino gambling machines ('pokies') may be located, how many, and rules around the relocation of machines.
4. A question in the consultation document asks whether incentives should be provided to move class 4 non-casino gambling machines from lower socioeconomic areas to higher socioeconomic areas. Based on the Council's experience of administering the Gambling Venues Policy 2015 a submission (Attachment 1) is proposed to indicate that the Council:
 - supports the objective of moving machines out of lower socioeconomic areas
 - considers there would be practical barriers, risks and unintended consequences associated with an incentive scheme, and
 - recommends considering regulatory tools instead of an incentive based scheme.
5. Key points made in the submission are:
 - in Wellington such a scheme could concentrate more machines in the City Centre with potentially adverse results
 - barriers to an incentive scheme include business uncertainty that would be costly and complex to overcome
 - any incentive would probably also need new rules
 - there does not appear to be demand for machines in some higher socioeconomic suburbs, some areas have had capacity for more machines for many years
 - moving machines to a relatively higher socioeconomic area does not mean that people from lower socioeconomic groups will not use the machines, and
 - regulatory tools could be considered to achieve the objective (e.g. a review of the legislated maximum number of machines a venue may have in lower socioeconomic areas).
6. A description of the Council's Gambling Venues Policy 2015 and further discussion of the key points are provided in the submission. The Council's Gambling Venues Policy 2015 is due for review in 2019, this review will include a social impact analysis and evaluation of current policy settings.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Approve the draft submission on the Strategy to Prevent and Minimise Gambling Harm 2019/20 to 2021/22: Consultation Document (Attachment 1), subject to any amendments agreed by the Committee.
3. Delegate to the Chief Executive and Portfolio Leader Social Development the authority to amend the submission as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits, prior to it being sent.
4. Note that Gambling Venues Policy 2015 is due for review; the review will include a social impact analysis and evaluation of current policy settings.

Options

7. The Committee could decide not to make a submission. A submission has been proposed as the experience in Wellington indicates that developing an incentive scheme may not be effective.

Next Actions

8. If the Committee decides to agree the submission, any amendments also agreed will be incorporated and the document finalised as per recommendation 3 in order to meet the 21 September 2018 deadline.

Attachments

Attachment 1. WCC submission on the strategy to prevent and minimise gambling harm 2019/20 to 2021/22 [↓](#)  Page 60

Authors	Leila Martley, Senior Policy Advisor Geoff Lawson, Principal Advisor
Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

The Public Health team have reviewed the submission and agree with the content of the submission.

Council officers have informed Local Government New Zealand of the submission and proposed content.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

There are no financial implications. Over time, if gaming machine proceeds fall there is likely to be an increased demand for funding from community and sporting groups.

Policy and legislative implications

There are no policy or legislative implications at this time. The Gambling Harm Needs Assessment, developed to inform the Ministry's consultation document, will be valuable to staff working on the upcoming review of the Gambling Venues Policy 2015.

Risks / legal

Legal advice has not been sought as no changes to Council policy are proposed and the legal settings for the Council's roles in regard to class 4 non-casino gambling machines are clear.

Climate Change impact and considerations

There are no climate change implications.

Communications Plan

If the Committee agrees to make a submission, the Council's submission will be delivered to the Ministry of Health by 21 September 2018. The Communications Team will be briefed about the submission in the event of public interest when they are published by the Ministry of Health.

Health and Safety Impact considered

There are no health and safety impacts.

Wellington City Council Submission on the Strategy to Prevent and Minimise Gambling Harm 2019/20 to 2021/22**Introduction**

1. Wellington City Council (the Council) thanks you for the opportunity to submit on the *Strategy to Prevent and Minimise Gambling Harm 2019/20 to 2021/22: Consultation Document* (the consultation document).
2. The Council's primary role in the mitigation of gambling harm is via the Council's Gambling Venues Policy 2015 that regulates the number and location of venues. In this context the Council's comments address the questions in the consultation document about incentives to move class 4 non-casino gambling machines from lower socioeconomic areas to higher socioeconomic areas.
3. The Council's context, consultation questions and the Council's response to the consultation questions are set out below.

Context for Territorial Local Authorities and the Gambling Venues Policy 2015

4. Territorial local authorities (TLAs) are required under the Gambling Act 2003 to have a class 4 non-casino gambling machines (NCGM) venues policy that:
 - a. specifies whether or not NCGM class 4 venues may be established and where they may be located
 - b. may specify any restrictions on the maximum number of gaming machines that may be operated in any class NCGM 4 venues within the maximums set by the Gambling Act 2003 (the maximum is 18 machines if a venue was established before October 2001, and nine if established after).
5. The TLA policy in Wellington City is the Gambling Venues Policy 2015. It is due for review and preliminary work is in progress. The gambling harm needs assessment, developed to inform the Ministry's consultation document, will be valuable to staff working on the review. The strategic direction outlined in the Ministry's consultation document will also inform the review.
6. As noted, the Council's role is set under the Gambling Venues Policy 2015. The objectives of this policy are to:
 - a. *"manage the risk of gambling harm created by non-casino gaming machines (...)"¹ to the extent that this can be reasonably done through a gambling venues policy*
 - b. *ensure that, within the limits prescribed by the Gambling Act 2003 (...), people who wish to participate in NCGM (...) can do so within the Wellington District*
 - c. *provide for the relocation of Class 4 venue licences in certain circumstances".*
7. The Gambling Venues Policy 2015 sets zone caps for seven zones. Overall a total of 747 machines are allowed, mostly in the Central Area Zone (335). As at March 2018 there were 691 machines.
8. Another key component of the Gambling Venues Policy 2015 is a relocation policy. The relocation policy enables a class 4 (NZGM) venue to be relocated provided:
 - a. *"it relocates to the Central Area Zone*

¹ Content about TAB machines under the Racing Act 2003 has been omitted as it is out of scope of the submission.

- b. *it relocates to an area identified as a “centre”, but excluding Neighbourhood Centres, the Wellington District Plan; and*
 - c. *the NCGMs in the new venue would not result in more NCGMs in a zone than is allowed under section 4 of this policy” [refers to the caps].*
9. This intent of the relocation policy, introduced in 2015, was in part to allow venues to move from lower socioeconomic areas to higher socioeconomic areas or from suburban venues to town centres.

Concentration of class 4 NCGMs in lower socioeconomic areas (section 1.9)

Question A: Do you think operators of class 4 NCGM venues should be incentivised to move from lower socioeconomic areas to higher socioeconomic areas?

10. The Council supports the objective of moving machines out of lower socioeconomic areas. However, the Council considers there would be practical barriers, risks and unintended consequences associated with an incentive scheme (Question B). The Council recommends considering regulatory tools instead of an incentive based scheme (Question C).

Question B: What barriers, if any, do you think currently exist to moving class 4 gambling venues out of lower socioeconomic areas?

Risks of different gambling harm, and design issues

11. Wellington introduced a relocation policy in 2015. As noted, the intent was in part to allow moves from lower to higher socioeconomic zones. Although evaluation has not yet been completed, in three years no shifts have occurred.
12. Further, while there is scope for one or two to move, the Council would need to lift a maximum cap in the Central Area Zone to enable even more moves (currently set at 335, with 321 machines in the zone). If this were progressed along with an incentive scheme there would be risks and unintended consequences associated with relatively more machines in the centre:
- a. people from lower socioeconomic groups may become more likely to visit the city centre to gamble, where they are less likely to be known to venue operators, and where they would have a greater range of venues to move between without being identified as ‘at risk’, and
 - b. the centre of Wellington is where people gather to socialise, there could be adverse effects from concentrating more machines around people who are out socialising and drinking.
13. Designing policy for the socioeconomic status of areas may also fail to achieve the objectives of reducing harm for those people in lower socioeconomic groups themselves. In a city where social housing is dispersed, and where the majority of social housing tenants have low incomes, gamblers in predominantly higher socioeconomic areas may also be drawn from lower socioeconomic groups.

Risks for businesses associated with moving

14. A local venue is not really able to ‘move’ as once it leaves a location it loses its local identity. It would need to rebrand, and take on a level of risk commensurate with starting a new business. There are also no guarantees that the District licensing committee will issue an on-licence to a business wishing to move to a new area.

15. The success of an incentive scheme will also be bounded by the willingness of businesses in higher socioeconomic areas to take on machines. The experience in Wellington indicates low demand, based on ongoing capacity for machines in relatively higher socioeconomic suburbs and zones. Even if they accept machines, the risks for societies who own the machines would be as for any other business, moving from known levels of return, to potentially lower returns.
16. An incentive would need to overcome the risk of financial loss, and this would be costly. Decisions will also need to be made on who would receive an incentive, a venue, a machine operator, or even a business in a higher socioeconomic area.
17. An incentive scheme would also assume some form of rule change, otherwise a different society or venue could fill the gap if a venue or society takes an incentive to move (for example, 'sinking lid'² policies in lower socioeconomic areas).

Question C: If barriers do exist, how do you think venues can be incentivised to move?

18. The Council does not consider that the barriers to moving machines from lower socioeconomic areas to higher socioeconomic areas could be overcome without considerable cost, complexity, and the risk of unintended consequences.
19. The Council considers that regulatory levers could be more effective, for example, changing the settings on the number of machines allowed at venues, particularly in lower socioeconomic areas. Venues licenced before 2001 are still able to retain 18 machines while newly licenced venues may only have up to nine. In Wellington 31 of 44 venues (some 70 percent) still have 18 machines some 15 years after the law changed.

This submission is signed under delegated authority by.

Councillor Brian Dawson
Social Development Portfolio Leader

² No new machines may be licenced if a venue closes, a maximum cap is in place, and drops by the number of machines that move.

3. Monitoring

UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETINGS FOR 2018/19

Purpose

1. This report provides an updated copy of the City Strategy Committee's Forward Programme for 2018/19.

Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for City Strategy Committee meetings for 2018/19.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The Forward Programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items, as dates are confirmed.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Notes the attached forward programme.

Attachments

Attachment 1. Updated CSC Forward Programme 2018/19 [↓](#) 

Page 65

Author	Angela Sopp, Senior Democracy Advisor
Authoriser	Kane Patena, Director, Strategy and Governance Penny Langley, Democracy Services Manager

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable for this report.

Treaty of Waitangi considerations

Not applicable for this report.

Financial implications

Not applicable for this report.

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

Not applicable for this report.

Climate Change impact and considerations

Not applicable for this report.

Communications Plan

Not applicable for this report.

Health and Safety Impact considered

Not applicable for this report.

Updated CSC Forward Programme: this is a working draft, the content is subject to change

Date	Meeting	Report Title	Description	Officer	ELT	Portfolio leader	Priority
26 Sep	City Strategy Committee	Annual Report	Agree to recommend that Council adopt the Annual Report. A special CSC meeting will need to be scheduled on the same day as the Council meeting for this report to be recommended for adoption by Council.	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	Statutory Requirement
2018 - Fourth Quarter (October to December)							
4 Oct	City Strategy Committee	Wrights Hill DoC Land	Proposal for WCC to control and manage this land on behalf of DoC	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
4 Oct	City Strategy Committee	Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
4 Oct	City Strategy Committee	Built Heritage Incentive Fund	Grants will be allocated from the Built Heritage Incentive Fund	Judy Ryan & Amanda Mulligan	D Chick	Cr Free	BAU, Priority 2
4 Oct	City Strategy Committee	Social and Recreation Fund	Grants will be allocated from the Social and Recreation Fund	Mark Farrar & Jenny Rains	B McKerrow	Cr Free / Cr Dawson	BAU, Priority 2
4 Oct	City Strategy Committee	Sportsville Partnership Funding 2018/19	This is to allocate from the CAPEX portion of the fund (\$500k pa), this is going to be a rec over \$100k and will need to go to the next CSC There is also a \$40k fund which can support feasibility etc for Sportsville which will come through subsequent Grants sub	Mark Farrar & Jenny Rains	B McKerrow	Cr Free / Cr Dawson	Business as usual
4 Oct	City Strategy Committee	Recommendations from the Grants Subcommittee	Grants will be allocated from the Built Heritage Incentive Fund, Social and Recreation Fund & Sportsville Partnership Fund	Helena Patuwai & Mark Farrar	N/A	Cr Free	BAU, Priority 2
4 Oct	City Strategy Committee	Health and Safety Report	This is a Public Excluded item.	Deb Hammond	N Brown	Cr Foster	BAU, Priority 2
2018 - Fourth Quarter (October to December)							
11 Oct	City Strategy Committee	Leisure Card Review	Scoping Paper	Ali Whitton	B McKerrow	Cr Fitzsimons	BAU, Priority 2
11 Oct	City Strategy Committee	Positive Aging Strategy	Reviewing and updating the current strategy	Anna Marie Millar / Jenny Raines	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
2018 - Fourth Quarter (October to December)							
18 Oct	City Strategy Committee	Forward Programme	An updated forward programme (CSC) will be provided to Councillors for discussion	Angela Sopp / Penny Langley	K Patena	Cr Pannett	BAU, Priority 2
18 Oct	City Strategy Committee	Wellington Urban Cycling Programme - Island Bay		Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1

18 Oct	City Strategy Committee	City Housing Operational Policy	first stage of the social housing policy settings.	Michelle Riwai	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
18 Oct	City Strategy Committee	Government's Healthy Homes Standards - WCC Submission		Carolyn Dick	D Chick	Cr Dawson	BAU, Priority 2
18 Oct	City Strategy Committee	Hawkins Hill Right of Way	Paper seeking approval for a new Right of Way and formalising a shared payment of existing Right of Way.	Joel De Boer / Paul Andrews	B McKerrow	Cr Gilbert	BAU, Priority 2
18 Oct	City Strategy Committee	Liquor Control Bylaw oral hearings	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
8 Nov	City Strategy Committee	Wrights Hill DoC Land	Proposal for WCC to control and manage this land on behalf of DoC	Joel De Boer	B McKerrow	Cr Gilbert	BAU, Priority 2
8 Nov	City Strategy Committee	Draft Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2
8 Nov	City Strategy Committee	Iwi partnerships update		Nicky Karu	K Patena	Deputy Mayor	BAU, Priority 2
15 Nov	City Strategy Committee	Amending the Development Contributions Policy	The purpose of this report is to present the changes to the Council's Developments Contributions Policy to the Committee. This report outlines the minor editorial changes to the Policy. A more thorough review of the Policy is to take place during 2018-19 financial year.	Deirdre Reidy	Andy Matthews	Cr Foster	BAU, Priority 2
15 Nov	City Strategy Committee	Northern Reserves Management Plan Review	Scheduled for review, needs to be considered alongside wider urban growth plans for the northern area	Mitch Lendowski / Paul Andrews	B McKerrow	Cr Gilbert	BAU, Priority 2
15 Nov	City Strategy Committee	City Housing Operational Policy	second stage of the social housing policy settings.	Michelle Riwai	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
15 Nov	City Strategy Committee	Liquor Control Bylaw final report following consultation	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
22 Nov	City Strategy Committee	Forward Programme	An updated forward programme (CSC) will be provided to Councillors for discussion	Angela Sopp / Penny Langley	K Patena	Cr Pannett	BAU, Priority 2
22 Nov	City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall, and next steps for Jack Ilott Green.	Ian Pike/ P Brennan	K Lavery	Mayor	Triennium Plan, Priority 1
22 Nov	City Strategy Committee	Earthquake Prone Priority Buildings Policy	Post consultation report	Geoff Lawson / Jim Lewis	D Chick	Cr Pannett	BAU, Priority 2

6 Dec	City Strategy Committee	Oban Street Track	A decision is required on whether a new track should be constructed in Trelissick Park	Myfanwy Emeny	B McKerrow	Cr Gilbert	BAU, Priority 2
6 Dec	City Strategy Committee	Traffic Resolutions	Hataitai Intersection Signals	Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
6 Dec	City Strategy Committee	Traffic Resolutions	Round 4	Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2

2018 Papers to be scheduled								
City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1	This will be covered off in the Let's Get Welly Moving papers, a separate report on this will not be required.	
City Strategy Committee	Bus Priority Programme	This was added by Councillors amendment at the CSC meeting 8 March 2018	Anna Harley	D Chick	Cr Free / Cr Calvi-Freeman	Triennium Plan, Priority 1	This will be covered off in the Let's Get Welly Moving papers, a separate report on this will not be required.	
City Strategy Committee	Review of the Shelly Bay Project	This was added by Councillors amendment at the CSC meeting 17 May 2018		D Chick		BAU, Priority 2	Awaiting outcome of Court of Appeal decision	
City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Mayor / Cr Calvi-Freeman	Triennium Plan, Priority 1		
City Strategy Committee	Housing Development Report Back		John McDonald / Ian Pike	D Chick	Cr Dawson	Triennium Plan, Priority 1	Q4 2018	

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority	Notes
2019 - First Quarter (Feb - Mar) NO CSC meetings in January								
	City Strategy Committee	Draft Parking Policy	for consultation	Geoff Lawson	D Chick	Cr Calvi-Freeman	BAU, Priority 2	Scheduled for February/March
	City Strategy Committee	Traffic Resolutions - Electric Vehicles	The report requests approval for approx 35 electric vehicle car park spaces which require traffic resolutions.	Tom Pettit / Lindsey Hill	D Chick	Cr Calvi-Freeman / Cr Lee	BAU, Priority 2	Rescheduled from 9 Aug. Key staff on leave
	City Strategy Committee	Wellington Urban Cycling Programme - Newtown	Recommendations for Newtown cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1	
	City Strategy Committee	Urban Development Agency options	This was added by Councillors amendment at the CSC meeting 8 March 2018	Ian Pike / Anna Harley	D Chick	Cr Foster	Triennium Plan, Priority 1	Timing depends on central govt policy changes

City Strategy Committee	Te Whare Okioki (Wet House)	Paper giving an update on progress by lead agencies	Jenny Raines / Phil Becker	D Chick	Cr Dawson	Triennium Plan, Priority 1	Negotiations ongoing
City Strategy Committee	Regional Land Transport Plan	GWRC develop this plan every three years, in line with the LTP years. As part of implementaiton with the RCA's the plan is constantly reviewed.	Gunther Wild	D Chick	Cr Calvi-Freeman/ Cr Free	BAU, Priority 2	
City Strategy Committee	Footpath Management Policy	Review the footpath management policy following the Public Places Bylaw review	Policy	K Patena	Cr Free	BAU, Priority 2	
City Strategy Committee	Regional Waste Management Bylaw	Approval of the draft regional waste management bylaw as part of the regional waste management strategy	Mike Mendonca	D Chick	Cr Pannett	Triennium Plan, Priority 1	Consultation scheduled for 2019
City Strategy Committee	Trade Waste Charges Policy update	The current policy is out of date	Geoff Lawson	D Chick	Cr Pannett	BAU, Priority 2	
City Strategy Committee	Outer Green Belt Management Plan	Oral Hearings	Bec Ramsay	B McKerrow	Cr Gilbert	BAU, Priority 2	
City Strategy Committee	City Arts and Culture Strategy		Jim Robertson	B McKerrow/ K Patena	Mayor / Cr Young	Triennium Plan, Priority 1	
City Strategy Committee	Revoking sections of the Local Public Health bylaw	The passing of the food Act requires the Council to revoke redundant conditions in this bylaw	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3	
City Strategy Committee	Coastal Resilience Strategy and sea level rise	Resilience strategy for the city's/regions coast, including next steps for Island Bay's seawall and The Esplanade, as well as a SLR pilot in Makara Beach.	Jacqui Hastie / Mike Mendonca / Paul Andrews	B McKerrow	Cr Lee/ Cr Sparrow/ Cr Pannett	BAU, Priority 2	
City Strategy Committee	Climate Adaption Action Plan	Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change effects. Very early days. Working with Hutt City Council to develop a shared approach but with enough flexibility to accomodate unique aspects of each city	Tom Pettit	D Chick	Cr Lee	Triennium Plan, Priority 1	Broader adaptation work will be incorporated into zero carbon capital plan
City Strategy Committee	Smokefree Action Plan	The current plan has a limited timeframe and needs to reflect the 2025 commitment	Leila Martley	K Patena	Cr Dawson	Triennium Plan, Priority 1	
City Strategy Committee	Te Reo Action Plan	Following on from the adoption of the policy - this report will outline next steps to operationalise that policy	Nicky Karu	K Patena	Deputy Mayor	Triennium Plan, Priority 1	Scheduled for February
2019 - Second Quarter (April to June)							
City Strategy Committee	Advisory and Reference Group Annual Reports	Reporting will cover the June 2018 to June 2019 period	Penny Langley	K Patena	Deputy Mayor	BAU, Priority 2	
City Strategy Committee	Child Friendly Framework	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Policy	K Patena	Deputy Mayor	Triennium Plan, Priority 1	

City Strategy Committee	Miramar Peninsula (Watts and Strathmore Park)	Planning for the development of Miramar Peninsula	Ian Pike / Paul Andrews	D Chick	Cr Foster	BAU, Priority 2	Awaiting central govt decisions
City Strategy Committee	Community Water Resilience (for households)	This was added by Councillors amendment at the CSC meeting 17 May 2018	Wellington Water LTD	D Chick	Cr Sparrow / Cr Pannett	Triennium Plan, Priority 1	
City Strategy Committee	Cemetaries Plan Review	Scoping paper - approve for review	Bec Ramsey	B McKerrow	Cr Dawson / Cr Gilbert	BAU, Priority 2	
City Strategy Committee	Approach to Litter in Wellington	This was added by Councillors amendment at the CSC meeting 17 May 2018		B McKerrow	Cr Pannett	BAU, Priority 2	
City Strategy Committee	Alcohol Management Strategy	This was added by Councillors amendment at the CSC meeting 23 August 2018		B McKerrow	Cr Dawson	BAU, Priority 2	
City Strategy Committee	Regional Sport and Active Recreation Plan	Seek Committee agreement to the plan	Joel de Boer/Paul Andrews	B McKerrow	Cr Fitzsimons / Cr Woolf	BAU, Priority 2	
City Strategy Committee	Karori Community Plan	Development of a community plan for Karori with wide community engagement	Anna Harley	D Chick	Cr Foster/ Cr Calvert	Triennium Plan, Priority 1	Currently doing engagement
City Strategy Committee	Review of Terms of Reference for Advisory and Reference Groups	Paper asking for approval to review all Advisory and Reference Group Terms of Reference - to update and improve	Penny Langley / Baz	K Patena	Deputy Mayor / Cr Calvert	BAU, Priority 2	
2019 - Third Quarter (Aug-Sept) No meetings in July							
City Strategy Committee	South Coast Management Plan review	A Reserves Management Plan prepared under the Reserves Act 1977. Current plan over 10 years old and planning in the coastal environment has undergone significant change since 2002.	Bec Ramsey / Tom Pettit	B McKerrow/ D Chick	Cr Gilbert	BAU, Priority 2	Not scheduled for review until next financial year at the earliest
City Strategy Committee	Naming Policy	This was added by Councillors amendment at the CSC meeting 14 June 2018	Joel de Boer/Paul Andrews	B McKerrow		BAU, Priority 2	
City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1	
City Strategy Committee	Remuneration Authority Report	Reporting to the Authority on governance pool remuneration and related issues	Democracy Services	K Patena	Deputy Mayor	BAU, Priority 2	
2019 - Fourth Quarter (Oct to Dec) No meetings from mid-December							
City Strategy Committee	Wellington Biosolids Disposal	Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1	Yr 4 of LTP

Legend

	New or rescheduled
	Public Excluded item
	Issues to note about scheduling or more detail/information needing to be confirmed
	City Strategy Committee meeting
	Separation between weeks and quarters

4. Operational

MIRAMAR SOUTH - REVIEW OF 24 HOUR PARKING RESTRICTION

Purpose

1. This report reviews the operation of the 24 hour parking restriction in Miramar South which was introduced in August 2017 to address the increasing concentration of parking in local residential streets by motorists related to Wellington International Airport.
2. The report recaps on the background to the scheme, and summarises the key findings from the review. It concludes that overall the scheme has been successful and recommends it continue unchanged for the time being.

Summary

3. At its meeting on 8 June 2017, the Committee approved a proposal for a 24 hour parking restriction in an area in Miramar South where there was a concentration of parking by motorists related to Wellington International Airport. The proposal was designed to discourage parking in local residential streets for durations in excess of 24 hours, to provide relief for residents, visitors and others who were experiencing significant inconvenience as a result of this long-stay Airport-related parking.
4. The approved scheme targeted a type of parking which was unique to the area, namely non-residents who park their cars for periods in excess of 24 hours, and fly out of Wellington e.g. on vacation. This type of parking is quite different from the commuter parking which takes place in many other areas of Wellington and was seen to be beyond what was considered acceptable. It was designed so that parking associated with local businesses, visitors and daily/commuter airport parking (e.g. airport shift workers or daily travellers) would not be penalised.
5. The P24 hour restriction was applied within an area immediately north of the Airport where surveys showed that most of the long stay parking takes place (see Attachment 1). Within this area anyone parking for over 24 hours became liable for a parking fine or potentially be towed away. Residents were provided with one free exemption permit per household on application.
6. The scheme came into effect in August 2017. Its performance has been monitored with a number of monthly surveys carried out by consultant Derek Bullen concluding in February 2018. This showed that around 100 cars had moved out of the restricted area during the day and this was supported by routine observations by Council staff which clearly showed the local streets which had previously been subject to very high parking demand were now much more lightly parked. Anecdotal reports indicated local residents within the restricted area were happy with the scheme.
7. Council's parking services unit has established an enforcement routine to ensure that vehicles parking in excess of the permitted maximum time are issued with infringement notices and a number of vehicles have been towed to reinforce the Council's intent to enforce the scheme provisions.

8. A negative to what could otherwise be seen as a successful scheme, has been a degree of migration of airport-related long-stay parking which previously took place within the current 24 hour restricted parking zone. A total of 28 complaints were received from residents of streets just outside the zone that they were now experiencing inconvenience as a result of this new parking activity. As a result of these complaints, officers have carried out a number of visual checks in response to residents' concerns including taking photographic records of the parking levels in streets around the perimeter of the controlled zone.
9. This has shown that current levels of kerbside parking, in streets immediately outside the zone are still by suburban Wellington standards, relatively light, with many of these typical Miramar streets having quite generous carriageway widths and with the great majority of the houses having on-site parking unlike many of the city's hillier suburbs. Therefore although it needs to be acknowledged that the small number of local residents now experiencing a higher level of kerbside parking will feel aggrieved, this is more than outweighed by the overall positive results.
10. The officers have looked into the potential widening of the scheme to take in a larger area of Miramar South so that the small number of residents on the immediate fringes who have been adversely impacted by the scheme would then lie within the scheme. This however would incur additional costs to implement a wider controlled parking zone and to carry out the associated enforcement and administration. Also there would be the prospect that a new group of residents now living just outside the revised controlled zone would then be impacted.
11. Overall therefore this targeted parking scheme established within a relatively tight boundary, is considered to have achieved its desired result in that it has effectively addressed this unique parking issue with the benefits outweighing the disbenefits. It is recommended that the scheme continue to operate as is with no modifications at this point.
12. It is possible that the current review of the wider city parking policies may result in some modifications or further development of the scheme in the future. For example there are other parking issues in Miramar associated with the film industry and Airport which have not been addressed by this scheme.
13. The consultant's full report is available on the Hub and Council's public website.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree that the scheme continue to operate unchanged for the time being.
3. Notes that area specific matters such as this, will be considered in greater detail through the current parking policy review.

Background

The wider picture on parking in Miramar

14. In the wider Miramar area there are the typical suburban parking activities and pressures. These include residents and visitors parking in residential streets near their properties; customers and workers parking close to shops and businesses in central Miramar and where there are other localised clusters of shops or businesses.
15. There are also parking pressures unique to Miramar which include workers close to the busy film industry premises at Stone Street Studios, Park Road Post, Weta Workshop and Camperdown Studios.
16. In addition there is a growing parking demand generated by Wellington International Airport from workers and travellers who park free of charge on local streets in Miramar South conveniently close to the Airport, rather than using the parking available at the Airport. This demand is exacerbated by the location of a number of car rental operators who find it convenient to locate their businesses close to the Airport and store their fleet on the street.
17. It is this growing use of local streets by Airport-related parking which resulted in increasing inconvenience to local residents and which has been addressed by the current restriction on long term (over 24 hours) parking in a defined area of Miramar South where the majority of this long term parking takes place.

Airport parking a major influence

18. As referred to above, there has been a steady increase in recent years in street parking in Miramar South close to Wellington International Airport (WIAL). This is a result of continuing expansion of Airport activity and the cost of parking at the Airport at a price which workers and travellers are willing to pay.
19. In order to understand the nature and scale of street parking in Miramar South, a comprehensive parking survey was commissioned from Bullen Consultancy covering the areas affected by Airport parking. This work was carried out in 2016 and provided useful survey data showing the quantity of on-street parking in the various streets by time of day and also, using registration plate surveys, the breakdown of parking by residents, workers and travellers. The results showed that:
 - Most of the Airport parking occurs in the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue and Broadway.
 - Worker parking represents around 20% of the total
 - Airport traveller parking represents around 45% of the total
20. Analysis of the survey data showed that in this area, around 190 vehicles or 42% of the total number of vehicles parked, were staying longer than 24 hours.

Parking on grass berms- Coroners case

21. A specific issue in Miramar, including the streets close to the Airport, is the unusual street layout. In Miramar, many streets have grass berms sited not in the normal way, behind the kerb and channel, but within the carriageway. These, generally wide streets

were laid out before WW II when there was low car ownership, providing a pleasant green streetscape with trees planted within some of the berms.

22. In recent years, car ownership has grown, and although generally the houses in this area have generous on-site parking and garages, some residents have multiple vehicles and find it convenient to park kerbside on the street. This growth in street parking has resulted in damage and deterioration of some of the grassed berm areas.
23. To compound the problem, the high demand from Airport workers and related businesses (e.g. car rental operators) and travellers, has placed further pressure on street parking including the berms, to the point where a number of residents in the area nearest the Airport, installed home-made barriers of various kinds ranging from rocks, posts with wires or ropes or in some cases no-parking signs designed to deter non-residents from parking on the berm next to their property.
24. In June 2013, a fatal accident occurred involving a cyclist colliding with a low wire strung between two waratahs on a berm in Kedah Street which had been erected by a resident. The Coroner in 2015, concluded that the barrier had contributed to the cyclist's death and recommended that the Council address the safety of the barriers so they did not pose a safety risk. As a result officers developed a proposal to replace the existing home made barriers with standard post design which was offered to residents following a public engagement process. This replacement task was successfully completed in September 2017
25. In the longer term officers propose that those streets in Miramar which have grass berms sited within the carriageway, are redesigned so as to reduce the number of berms, with the retained berms protected from parked cars by kerb and channel. An example of how this can be achieved is Devonshire Road where the street was upgraded through the asset renewal programme. This work was carried out in 2012 with further modifications in 2017 with the works being designed in close collaboration with residents and reflecting residents' wishes for more street parking and less berm area for them to maintain. It also addressed the ongoing deterioration of the original berms due to vehicle damage.
26. It is currently planned to implement this type of design in the 24 hour parking zone commencing with a section of Kauri Street this year followed progressively by other streets with a similar berm design. This will provide more parking options as well as reducing ongoing maintenance and upkeep obligations for both residents and Council.

Parking Options

27. Prior to the introduction of the 24 hour parking restriction, the Council was under increasing pressure to find answers to the steady encroachment of Airport parking into local residential streets and there were a number of ways which the Council could have addressed these through its regulatory powers as opposed to physically providing more parking which would be costly. They included:
 1. Providing residents with some priority over non-residents, e.g. similar to the resident parking in inner residential areas.
 2. Coupon parking. Similar to the coupon scheme introduced into residential areas close to the CBD and designed to deter commuter parking by price.
 3. Introducing no-stopping or time limited parking to deter long stay parkers.

28. Each of the options offered benefits, however selecting either options 1 or 2 raised questions over why Council would choose to give priority to Miramar South as opposed to many other parts of the city where there are long standing commuter parking pressures. This includes Newtown where there are heavy and continuing parking pressures generated by the Wellington Hospital.
29. There are similar pressures in Johnsonville with commuters and local workers occupying local residential streets close to the shopping centre. There are also many locations around the edges of the CBD where commuters park in residential streets and walk or bus in to work. There are other similar examples of commuters engaging in localised park and ride further out in the suburbs in particular those which are served by buses as opposed to trains with the latter having much better formal park and ride facilities at rail stations.
30. Another example in central and north Miramar is generated by the busy and expanding film industry. The question of potential parking interventions in the areas mentioned above, and the priority which might be allocated to each of these areas, will be most appropriately addressed through the parking policy review which is currently under way.
31. Through its decision in June 2017, to introduce a 24 hour parking zone the Council resolved to provide a practical solution to relieve the more immediate parking pressures in Miramar South, with a targeted solution without moving into the wider question of suburban parking priorities referred to above.

The 24 Hour Parking Restriction Scheme

32. The scheme which was approved by Council in June 2017 and implemented in August 2017 consists of a parking option which targets the type of parking which is unique to the area, namely non-residents who park their cars for periods in excess of 24 hours, and for example, fly out of Wellington on vacation. This type of parking is quite different from the commuter parking which takes place in many other areas of Wellington and was seen to be beyond what might be considered acceptable.
33. The P24 hour restriction applies within an area immediately north of the Airport where surveys showed that most of the long stay parking was taking place (see Attachment 1). Within this area anyone parking for over 24 hours is liable for a parking fine or tow-away. Residents are eligible for one exemption permit per household. Permits have been issued free of charge and unlike in other resident parking areas residents do not have exclusive marked-out lengths of street allocated only for residents.
34. The scheme is a zonal parking area as allowed under the Traffic Control Devices Rule. The Rule allows the Council as a road controlling authority to introduce a parking restriction which is common or uniform throughout an area comprised of a number of roads or sections of roads. At the zone boundary each entry point to the zone has a zone begins sign facing drivers entering the zone. At the same locations there are zone ends signs facing drivers exiting from the zone. Within the zone there are zone repeater signs to remind drivers that the zone restriction still applies. Overall this type of zonal scheme requires minimal signage without the need for road markings, thus keeping costs down and avoiding unnecessary clutter of traffic signs and markings.
35. The implementation costs for the proposed scheme was approximately \$15,000 which was funded from existing budgets.

Parking Enforcement/Administration

36. Routine enforcement is carried out in the area on a daily basis within current staff and budgetary levels. There is a maximum fine of \$57 for vehicle owners who overstay the 24 hour parking restriction and Council is able to tow away any offending vehicles.
37. The following table illustrates the level of enforcement activity in the P24 hour zone between September 2017 and February 2018

Zone	Number of tickets issued			
	Warnings	Exceeding 24 hours	Tow away	Total
Zones 1A and 1B	216	136	33	385
Zone 2	82	47	8	137

38. An exemption to the scheme is provided for authorised residents vehicles issued with a permit by the Council on the basis of one permit for each household. Permits are issued at no cost and there are currently about 160 permits held by residents.
39. The scheme is not self-funding for the reasons as follows:
1. The maximum infringement fee set by central government is set low at \$57
 2. Towing of infringing vehicles, which is considered an essential deterrent in view of the low level of infringement fee which Council is able to charge, provides no net income to Council (this is similar to the situation with clearways which Council enforces as a high priority and which also does not provide a net income)
 3. Residents exemption permits are currently at no cost to residents.
40. The annual cost of enforcement officers' time is estimated at \$34,650 with the value of tickets paid estimated at \$8850 or a net cost of \$25,800.
41. Looking at the potential for reducing the net cost of enforcing the scheme, the only practical option would be to consider making a charge on residents for the exemption permits. These are currently managed electronically at low cost. Any charge for permits would be limited by legislation to only recovering costs which almost wholly relate to enforcement activity with a very small allowance for the minimal signs and road markings introduced to legally operate the scheme. The small number of 160 permits currently issued would need to be charged at around \$170 each which can be considered to be unrealistic considering the relatively low level of priority which they provide (i.e. there are no dedicated spaces provided unlike other resident parking areas in the city and which are currently charged at \$115 per year for a permit).
42. It is therefore proposed that the scheme continues for the time being, to operate under current enforcement and administration arrangements and this position is supported by the Parking Services Manager. The position may change as a result of new policy positions resulting from the current parking policy review.

Monitoring

43. The scheme came into effect in August 2017. Its performance has been monitored with a number of monthly surveys carried out by consultant Derek Bullen concluding in February 2018. This showed that around 100 cars had moved out of the restricted area during the day since the scheme was introduced and this was supported by routine observations by Council staff which clearly showed the local streets which had previously been subject to very high parking demand were now much more lightly parked. Anecdotal reports indicated local residents within the restricted area were happy with the scheme.

A summary of the survey results shows that:

- There has been a reduction of around 100 vehicles parking in the restricted zones since the introduction of the P24 hour restriction.
- The anticipated noticeable migration to Zones 4 (Fife Lane, Torridon Road and The Quadrant) has not occurred.
- The number of vehicles parking in Zones 3 and 5 are affected by the level of activity at the film studios.
- The number of vehicles parking in Zone 5/6 are affected by whether or not Scots College is in term while some increase has been recorded in Broadway opposite Scots College.
- Zone 7 (Kilbirnie side of the airport) has recorded a small increase.

The consultant's primary conclusions are as follows:

- The P24 hour restriction imposed in zones 1A, 1B and 2 has, at this point in time, proved to be successful.
 - There are now considerably fewer vehicles being parked both during the daytime and night time in the restricted zones and thereby returning the streets to the environment that the residents enjoyed a few years ago.
 - Interestingly there has been considerably less migration to the surrounding non-restricted zones than had been envisaged. This has been due in part to the rental car companies moving their car storage facilities away from on-street to off-street areas.
 - There appears to have been a significant shift in the modes of transport used to access airport terminals. Anecdotally this includes:
 - Greater use of public transport, in particular the "Airport Flyer".
 - Greater use of taxi and Uber transport.
 - Increase in use of airport car parks.
 - Increase of 'drop off' and 'pick up' by family members.
 - A combination of parking well away from the airport and taxi for the remainder of the journey.
 - Where increased parking has occurred in streets adjoining the restricted area, the additional parking is not seen to be overly intrusive into these areas with ample on-street parking space available for residents and visitors.
44. There has been, as expected, some migration of non-resident parking into a number of residential streets just outside the 24 hour zone. A total of 28 from residents in these



streets, including a petition from 13 addresses along Ellesmere Avenue, that they were now experiencing inconvenience as a result of this new parking activity. As a result of these complaints, officers have carried out a number of visual checks in response to residents' concerns including taking photographic records of the parking levels in streets around the perimeter of the controlled zone.

45. This has shown that current levels of kerbside parking, in streets immediately outside the zone are still by suburban Wellington standards, relatively light, with many of these typical Miramar streets having quite generous carriageway widths and with the great majority of the houses having on-site parking unlike many of the city's hillier suburbs. Therefore although it needs to be acknowledged that the small number of local residents now experiencing a higher level of kerbside parking will feel aggrieved, this is more than outweighed by the overall positive results.

Conclusion

46. The Miramar South 24 hour parking restriction was introduced in August 2017 to address the increasing concentration of parking in local residential streets by motorists related to Wellington International Airport. The scheme has been monitored since its introduction and is considered to have achieved its desired result. It is recommended that the scheme continue to operate with no modifications at this time.
47. It is possible that the current review of the wider city parking policies may result in some modifications or further development of the scheme in the future.

Attachments

- Attachment 1. Attachment 1 - Map of 24 Hour Parking Restricted Area [↓](#)  Page 82
- Attachment 2. Attachment 2 - Map of Zones Covered by Parking Surveys [↓](#)  Page 83

Authors	Lindsey Hill, Project Coordinator, Network Operations Steve Spence, Chief Advisor, Transport and Infrastructure
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Information is included in the report regarding residents' feedback on the restriction.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Refer report paragraphs 36 to 42.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down by the Bylaws.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

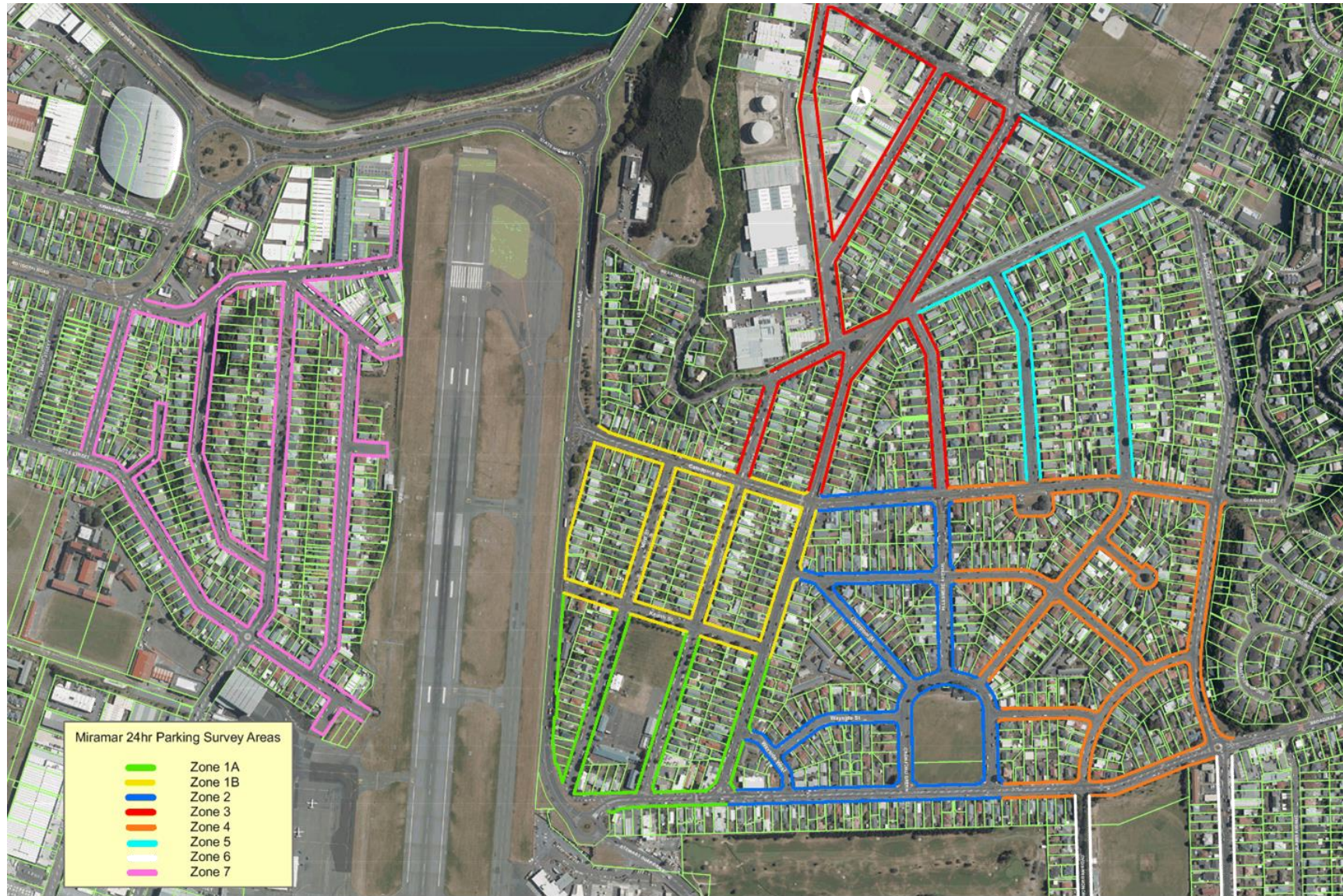
Not applicable.

Health and Safety Impact considered

Health and Safety considered.



Attachment 1. Miramar Parking: 24hr Time Restricted Parking Area Boundary



Attachment 2. Parking Survey Areas

RESERVES NAMING - VARIOUS RESERVES

Purpose

1. This report seeks the Committee's agreement to recommend to Council the proposed naming of reserves in the following subdivisions:
 - Stebbings Valley (Churton Park),
 - Woodridge (Newlands),
 - Winsley Terrace (Churton Park),
 - Domett Street (Newlands).
2. The following reserves were purchased by the Council and also need to be named:
 - Forest of Tane (Tawa),
 - Abel Smith Street Reserve (Wellington Town Belt).

Summary

3. The Council has reserves agreements with land owners in the largest green field development areas in the northern part of the city at Woodridge and Stebbings Valley (Churton Park). The agreements provide for the delivery of reserve land to the Council as the subdivisions progress over time. Subdivisions at Domett Street in Newlands and Winsley Terrace in Churton Park also include reserve land that has been vested to Council and needs to be named.
4. Two further areas need to be named as a result of purchase of land for addition to the Wellington Town Belt (Abel Smith Street) and land in Tawa (the 'Forest of Tane').
5. Attachment 1 outlines the proposed names with assessment against the Open Space Naming Policy. Attachments 2 – 7 provide maps of the reserves to be named.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Recommends to Council that it agrees the 'Proposed names' of reserves listed in **Tables 1 – 6** within **Attachment 1 – Table of proposed reserve names** be approved.
3. Note: For Spicer Forest and Te Ngahere-o-Tawa the name for the wider areas will be considered in context of the Outer Green Belt Management Plan review.

Background

6. Councils' Open Space Naming Policy (the Policy) was adopted in 2001 and guides the way Council determines names for open spaces (Refer - **Attachment 8**).
7. Under the Policy, when a new or unnamed open space needs to be officially named, the Council will, in the first instance, discuss with mana whenua whether the site is of

significance to them. If it is, an appropriate name will be determined in conjunction with mana whenua.

8. If the open space holds little or no significance for mana whenua, or if mana whenua wish to consider the possibility of joint Maori-European naming, then the policy provides a process for recommending an appropriate name for consideration.
9. The Policy's decision making framework requires officers to:
 - a. Determine if there are names in common usage.
 - b. Determine if any names have already been suggested.
 - c. Seek additional suggestions through targeted consultation, having regard to Council's Consultation Policy, with:
 - I. Local historians
 - II. Local community groups
 - III. Community Boards in their respective areas
 - IV. Developers where appropriate
10. The suggested names are then considered against the Policy's style guide and ranked against the weighted selection criteria provided below.

Weighted Selected Criterion

Criterion	Weighting
Location usage	High 3
Historic person or event*	Medium 2
Significant feature	Medium 2
Personal name (surname) for special service*	Low 1
Descriptive name	Low 1
Associated name	High 3
Published name in any work	Low 1
Cultural significance	High 3
Adjacent street/suburb	Low 1
Score	

*Note that for each of these criteria there may be more than one name suggested. If so the officer responsible will need to make an assessment on the relative merits of each name under the same criterion with regard to the following:

- Extent of local knowledge about the person or event
- Contribution to area of interest

11. All names require formal approval by resolution of Council. Once Council has approved a name, appropriate signage will be installed to identify the open space and online information updated.

Discussion

Stebbing's Valley subdivision

12. The Stebbings Valley reserves agreement includes eight reserves that will come into Council ownership over the next several years as development in this subdivision occurs. Refer to the plan at Attachment 2.

13. Mana Whenua confirmed that the area has no specific significance to them. Council suggested to mana whenua a theme of native bird names in Te Reo.
14. Officers have consulted with the following groups on proposed names for these areas:
 - Mana whenua, iwi entities
 - Churton Park Community Association,
 - Glenside Residents Association,
 - Onslow Historic Society,
 - Rodney and Guy Callander,
 - Churton Park Walking Group, and
 - Amesbury Drive School.
15. The bird name theme was supported by all groups for Stebbings Valley. There was no opposition to naming one of the reserves after the current land owner (Callander), one with reference to a Trig Point on Marshall ridge and one Amesbury Drive Reserve.
16. Glenside Residents and Onslow Historic Society also requested the stream within Stebbings subdivision be gazetted by the Geographical Board. Officers will bring that issue to Councillors as a separate paper and follow the process as required by the Geographical Board.
17. Attachment 1 (Table 1) outlines the proposed names for the Stebbings Valley reserves and scores when assessed against the Open Space Naming Policy.

Winsley Terrace

18. The Winsley Terrace subdivision includes a new neighbourhood reserve of approximately 4,300m² in size. Refer to the plan at Attachment 3.
19. Mana whenua confirmed that the area has no specific significance to them. Officers have consulted with the same list of people and groups as for the Stebbings Valley reserves.
20. Officers suggested the name Takarau Park after researching the place names and sites in The Great Harbour of Tara - traditional Maori place-names and sites of Wellington Harbour and environs, (by George Leslie, 1959). There was no opposition to this name from groups consulted.
21. Attachment 1 (Table 2) summarises consideration of options for a name and scoring against the Open Space Naming Policy.

Woodridge subdivision

22. The Woodridge reserves agreement includes seven reserves that will come into Council ownership as development in this subdivision occurs. Refer to the plan at Attachment 4.
23. Initial discussions with mana whenua determined that while there are no specific areas of cultural significance, the idea of using the name hauora (meaning healthy wind) could be a good idea. The name sought to capture the idea that being out in the natural environment (even a really windy one) and enjoyment of reserves, has benefits to the health and wellbeing of people. Mana whenua also supported the idea of a theme for naming all of the reserves in this area.

24. Officers consulted mana whenua, Ngā Hou e Whā o Paparāangi, Johnsonville Community Association, Onslow Historic Society and the current land owner on proposed names for these areas.
25. Attachment 1 (Table 3) summarises the proposed names, reasoning and scores when assessed against the Open Space Naming Policy. At this time only reserves 1, 2, 6 and 7 have proposed names.
26. Further engagement and consultation with mana whenua was requested by Ngā Hou e Whā o Paparāangi regarding potential names for the remaining reserves 3, 4 and 5.

Domett Street reserves

27. The 'Bellevue' subdivision in Newlands has recently been completed with housing construction underway. Two large reserves have been vested, one of which is part of Gilbert Bush Reserve accessed off Tamworth Crescent and does not need a new name. The other area is over 32 hectares in size and is part of the harbour escarpment landscape. Refer to Attachment 5.
28. Mana whenua and the Ngā Hou e Whā o Paparāangi suggested two names - Te Ana Puta and Te Pari Karangaranga, respectively. The name relates to the historic site Te Ana Puta (listed as M48 in the District Plan).
29. Mana whenua agreed with Te Pari Karangaranga.
30. Attachment 1 (Table 4) summarises the proposed name, reasoning and score when assessed against the Open Space Naming Policy.

Forest of Tane

31. In 2017 the Council purchased a parcel of land between Spicer Forest and the edge of the Tawa residential area. The previous owners/company called this 'Forest of Tane'. Refer to location plan Attachment 6.
32. Mana Whenua confirmed the area has no specific significance to them. Officers also consulted with the Friends of Tawa Bush Reserves, Tawa Historical Society, Onslow Historic Society and Tawa Menzshed.
33. The local community groups suggested the name - Te Ngahere-o-Tawa, meaning The Forest of Tawa. Mana whenua support this name. Officers will ensure signage reflects the new name for all of the reserve land in the area that sits above Tawa with a sensible division between Te Ngahere-o-Tawa and the areas that could continue to be known as Spicer Forest beyond the ridgeline and at the Porirua City boundary.
34. Attachment 1 (Table 5), outlines for assessment against the Open Space Naming Policy.

Abel Smith Street Reserve (Wellington Town Belt)

35. The Council acquired 4221sqm of former Town Belt in the Aro Valley from the Crown.
36. The vegetated gully has important landscape values as a natural backdrop for Aro Street and provides a green buffer between Devon Street and Victoria University. It has ecological connections to the nearby Zealandia and the Wellington Town Belt. Refer to Attachment 7.
37. Officers consulted with mana whenua, the Aro Valley Residents Association and the Friends of the Town Belt.
38. The suggested name by mana whenua is Ngā Kumikumi Reserve.
39. This name was not opposed by the Aro valley Residents, however the Friends of the Wellington Town Belt suggested Ngā Kumikumi to be used for management purposes









and believe it is not appropriate to ‘name’ the site as proposed as it is already known as the ‘Wellington Town Belt’.

- 40. Many reserves across the Town Belt are named as it would not be practical to call every space ‘Wellington Town Belt’. Officers recommend the sign at the site will include both names as is recent practice when new signs are installed at any Town Belt reserve.
- 41. Attachment 1 (Table 6) outlines assessment against the Open Space Naming Policy.

Next Actions

- 42. The proposed naming of the reserves will be referred to Council for approval on 26 September 2018.
- 43. Signs will be designed and installed at the various sites as and when ownership is transferred to the Council. Online information will be updated.

Attachments

Attachment 1.	Tables of Proposed Names ↓ 	Page 91
Attachment 2.	Stebbing Valley Reserves Plan ↓ 	Page 95
Attachment 3.	Winsley Terrace Plan ↓ 	Page 97
Attachment 4.	Woodridge Reserves Plan ↓ 	Page 99
Attachment 5.	Domett Street Plan ↓ 	Page 102
Attachment 6.	Forest of Tane Plan ↓ 	Page 103
Attachment 7.	190 Abel Smith Street ↓ 	Page 104
Attachment 8.	Open Space Naming Policy ↓ 	Page 105

Author	Joel de Boer, Recreation and Parks Planner
Authoriser	Bec Ramsay, Manager Open Space and Recreation Planning Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The Open Space Naming Policy sets out the requirements for consultation on new names for reserves. As per the policy, mana whenua and iwi entities were given the first opportunity to comment and suggest reserves names and then the wider community groups were consulted. Mana whenua were also provided a draft copy of this report for comment and feedback before bringing it to Committee.

The names set out in the report were proposed or are supported by mana whenua, iwi entities and the community groups that were consulted.

Treaty of Waitangi considerations

Mana whenua and iwi entities had a lead role in determine significance of the sites to Maori and considering names for the reserves.

Financial implications

Installation of signs falls within the existing budget for reserve developments.

Policy and legislative implications

The recommended names align with the Council's Open Space Naming Policy Kaupapa Whakaingoa Whenua Mahorahora (2001) and Te Tauihu – Te Reo Māori Policy (2018).

Risks / legal

None

Climate Change impact and considerations.

None.

Communications Plan

Officers will go back to all groups to confirm the approved names.

Health and Safety Impact considered

None.

Table 1: Stebbings Valley Reserves

Area	Proposed name	Reasoning	Ranking against weighted selection criteria
Reserve 1	Ruru Valley Reserve	Use of bird name in Te Reo (Morepork)	3 - Associated name
Reserve 2	Toutouwai Hill Reserve	Use of bird name in Te Reo (North Island Robin)	3 - Associated name
Reserve 3	Kākāriki Reserve	Use of bird name in Te Reo (New Zealand Parakeet)	3 - Associated name
Reserve 4	Callander Reserve	Callander family name as local developer of this land	4 – Local Usage and Personal name
Reserve 5	Korimako Reserve	Use of bird names in Te Reo (New Zealand Bellbird)	3 - Associated name
Reserve 6	Kererū Reserve	Use of bird names in Te Reo (New Zealand Pigeon)	3 - Associated name
Reserve 7	Kākā Reserve	Use of bird names in Te Reo (Bush Parrot or Brown Parrot)	3 - Associated name
Reserve 8	Marshall Trig	Use of existing name of ridge	4 - Local Usage and Personal name
Reserve 9	Amesbury Drive Reserve	Next to Amesbury Drive School	4 - Local Usage and Personal name

Table 2: Winsley Terrace

Proposed name	Reasoning	Ranking against weighted selection criteria
Takarau Park	‘Tarikākā’ was put forward, however there is already a Tarakaka Street Reserve in Ngaio.	1 - Published name in any work

	Takarau was the name previously given to Owhariu Stream	
--	---	--

Table 3: Woodridge Reserve

Area	Proposed name	Meaning	Reasoning	Ranking against weighted selection criteria
Reserve 1	Tawhai Raunui Play Area	Red beech	Maori name for adjoining street name	4 - Associated name and Adjacent Street/suburb
Reserve 2	Hauora Reserve	Wellbeing /health	Use of Te Reo	3 - Associated name
Reserve 6	Waihinahina Reserve		Extension to Waihinahina Reserves	3 - Associated name
Reserve 7	Seton Nossiter Reserve		Will connect to Seton Nossiter in future	3- Associated name

Note: Reserves 3, 4 and 5 will be named at a later date, when further engagement and consultation with mana whenua is completed.

Table 4: Domett Street

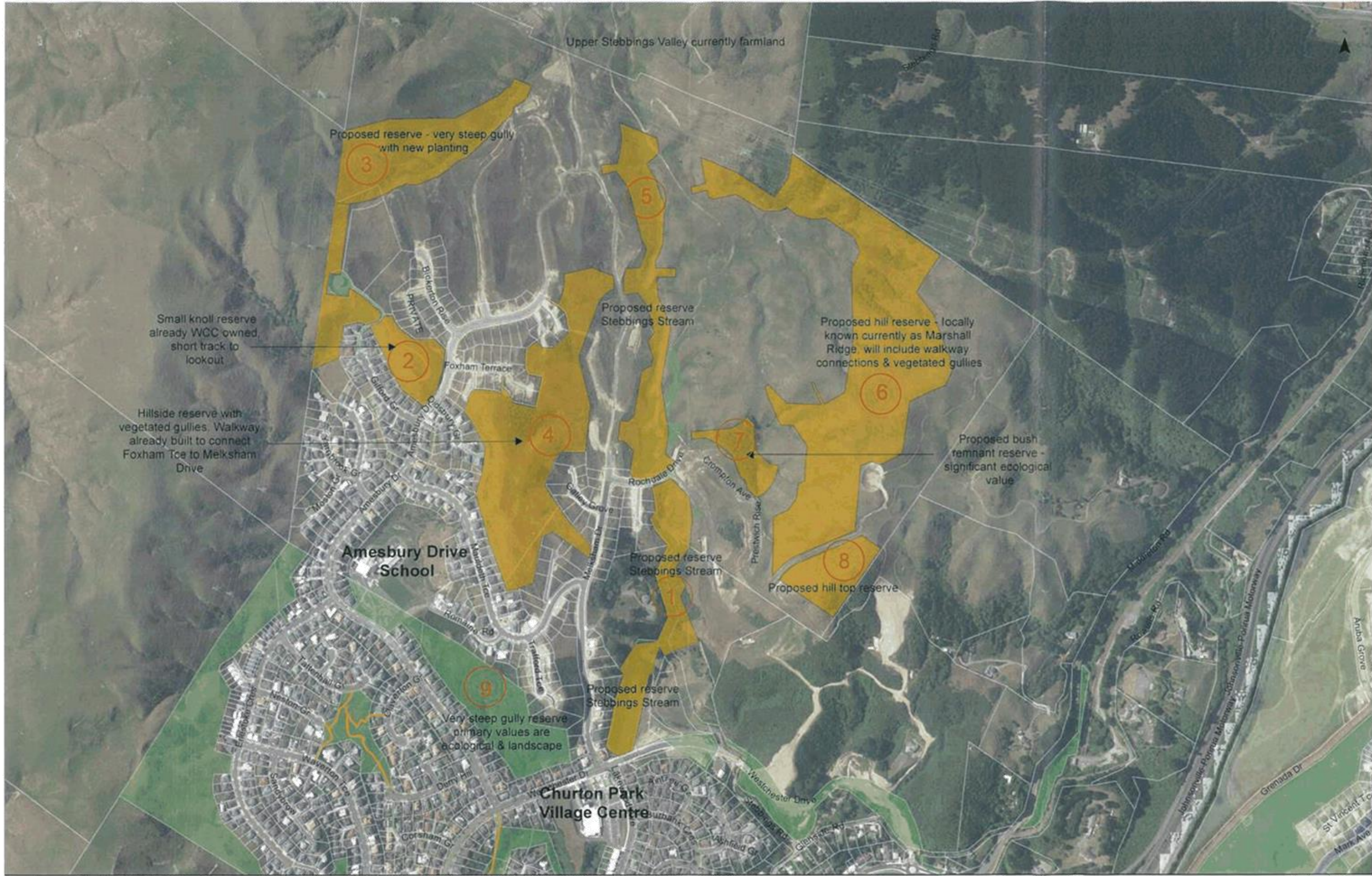
Proposed names	Meaning	Reasoning	Ranking against weighted selection criteria
Te Pari Karangaranga	‘Echoing Cliffs’	Relates to a site of significance to Maori - Te Ana Puta meaning ‘exposed cave’ or ‘The jutting cave’. The cave has been exposed to the elements and over time covered up.	3 - Significant feature, descriptive name

Table 5: Forest of Tane

Proposed name	Meaning	Reasoning	Ranking against weighted selection criteria
Te Ngahere-o-Tawa	The Forest of Tawa Ngahere - Forest	Tawa community supported the purchase of the land and put forward the name	2 - Descriptive name, adjacent Street/suburb

Table 6: Abel Smith Street Reserve

Proposed name	Meaning	Reasoning	Ranking against weighted selection criteria
Ngā Kumikumi	Ngā Kumikumi an old cultivation in area now lower Nairn Street. Suggested by mana whenua	Use of Te Reo and heritage site in the area	4 – Significance to mana whenua, Published name in any work



Stebbing Valley Reserves Naming

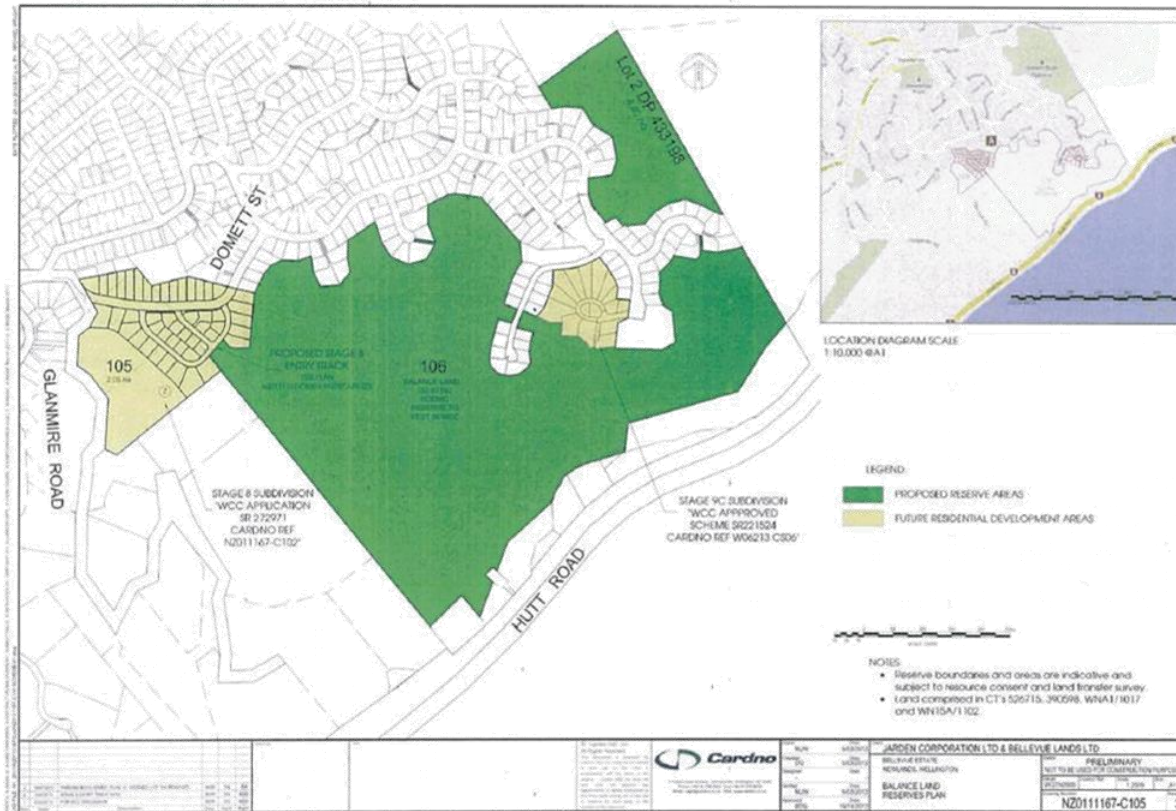


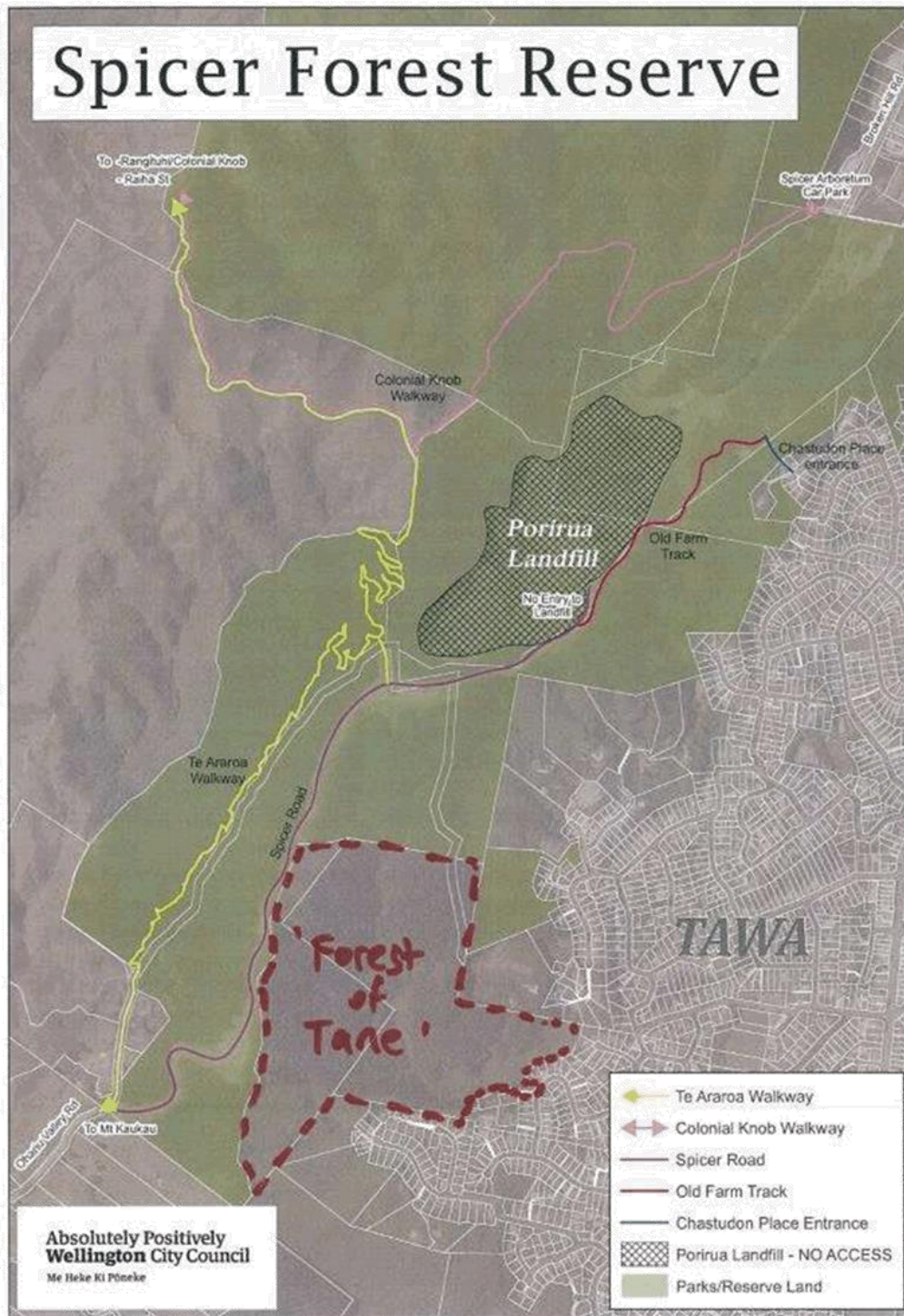
Winsley Terrace



Woodridge Reserves Naming 2018

Schedule 1: Plan of Proposed Reserves to Vest







Open Space Naming Policy
Kaupapa Whakaingoa Whenua
Māhorahora



Tūmeke Pōneke
Wellington City Council

May 2001

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

CONTENTS

1	INTRODUCTION	4
2	WHAT DOES THIS POLICY AIM TO ACHIEVE?.....	4
3	WHAT IS THE SCOPE OF THE POLICY?	4
4	HOW WILL THE POLICY WORK?	5
5	SPECIAL CONDITIONS	5
5.1	Gifts.....	5
5.2	Sponsorship	5
	PART A: DECISION MAKING FRAMEWORK	6
	PART B: STYLE GUIDE	9
	PART C: SELECTION CRITERIA.....	10

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

1 INTRODUCTION

Wellington has a number and variety of open spaces which includes parks and reserves, sportsfields and play areas. These open spaces are named to reflect the identity of the city and/or the local area and to ensure ease of identification for Council and the public.

While there are no requirements or other provisions in either the Reserves Act or Local Government Act covering the naming of open spaces, Wellington City Council has had a Parks and Reserves Naming Policy since 1994.

The 1994 policy has been updated by providing a clearer process and by taking into account Council's obligations under the Treaty of Waitangi and the importance of the Memoranda of Understanding with our Treaty partners Wellington Tenth Trust and Te Runanga oToa Rangatira. As the Open Space Strategy (1998) states: "Nowhere is this more important than in the development of open space policy where Maori interests are to maintain and restore the mauri or life essence of the whenua (land), water and air".

The policy contains:

- Part A* - Decision making framework which entails a number of steps or key stages
- Part B* - Style guide to ensure consistency in naming
- Part C* - Selection criteria to establish relative merits of potential open space names (note this section only relates to specific steps within the decision making framework).

2 WHAT DOES THIS POLICY AIM TO ACHIEVE?

The aim of this policy is to provide a clear process for determining appropriate names for new open spaces.

3 WHAT IS THE SCOPE OF THE POLICY?

This policy covers Council owned open space. "Open spaces are generally the outdoor places in the city which have ecological, recreational, landscape or heritage values." (*Capital Spaces: Open Space Strategy for Wellington Te Whanganui-a-tara*, 1998, p8). For the purposes of this policy open space includes parks, reserves, sportsfields, play areas and any other clearly definable open spaces including areas within the Town Belt and Outer Green Belt.

This policy applies to new or un-named¹ open spaces. The policy will not be used to rename already gazetted or Council approved names. Where existing Council owned land is not named, Council will apply this policy and associated framework.

Council usually obtains open space in the following ways:

- Subdivision;
- Purchased by Council;

¹ This includes open spaces with existing names which do not have official recognition

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

- Transferred from another use, for example from landfill to recreation use;
- Vested in Council by another agency; or
- Gifted to Council.

This policy applies to all the above cases, however special conditions may apply (refer to section 5).

4 HOW WILL THE POLICY WORK?

When a new or unnamed open space has been identified, Council will, in the first instance discuss with iwi whether the site is of significance. If it is, an appropriate name will be determined in conjunction with iwi. Joint naming will also be negotiated with iwi if Council consider this an option.

If the new open space holds little or no significance for iwi or if iwi will consider the possibility of joint naming then the framework provides a process to be able to recommend an appropriate name to Council for consideration.

All names should have formal approval by resolution of the Council. Once approved by Council, the name will remain in perpetuity. Council will not consider renaming already approved names for open spaces. This will ensure that the title is officially recognised and will guard against future debate, criticism and claims for name change.

The trigger for the application of the framework will be when a new open space has been identified or Council receives land through one of the cases listed in section 3.

Once a name has been approved by Council, appropriate signage will be implemented in the open space.

5 SPECIAL CONDITIONS

There are two areas where special conditions may apply.

5.1 Gifts

If the open space has been donated to Council then this policy will apply. However, the name of the donor should be recognised on open space signage and in any written material concerning the open space for example "bequested by".

5.2 Sponsorship

Both sports and facilities can benefit from sponsorship arrangements. Therefore commercial involvement in name association may be encouraged in certain circumstances. If a sponsorship arrangement is entered into which relates to a particular open space the decision making framework will still apply. However the name of the sponsor/s should be recognised on open space signage and in any written material concerning the open space for the period of the sponsorship.

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

PART A: DECISION MAKING FRAMEWORK

The following process describes the decision making framework outlined in Diagram 1 for the naming of open spaces. This framework is accompanied by a style guide (Part B) and a set of selection criteria (Part C).

Step 1 Iwi Significance

Determine if the open space (or surrounding area) is of significance to iwi.

Under the Memoranda of Understanding with mana whenua, Council will seek input from the Wellington Tenth Trust and Te Runanga o Toa Rangatira Inc on the significance of the specific open space to iwi. Written justification of significance will be required.

Step 2 Maori name identified

Iwi supply relevant Maori name.
Council identifies the potential for joint naming.

If there is no potential for a joint name the Maori name is assessed against the style guide and put forward to Council for their consideration (Step 6).

If Council identifies a specific and relevant joint name, both names are assessed against the style guide and put forward to Council for approval.

If there is no specific joint name identified then step 3 needs to be undertaken.

Step 3 Suggested names (if step 1 does not apply)

Determine if there are names in common usage.

'Common usage' is defined as:

- name used by more than one community of interest (for example community groups, schools, businesses); and
- name referred to in local documentation (for example local newsletters)

Determine if any names have already been suggested.

Seek additional suggestions through targeted consultation, having regard to Council's Consultation Policy, with:

- Local historians
- Local community groups
- Community Boards (Makara/Ohariu and Tawa) in their respective areas
- Developer where appropriate

Step 4 Assessment

Determine the appropriateness of the names suggested in Step 3 against the style guide (Part B).

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

Develop a preferred name ranking using the selection criteria (Part C).

Step 5 Consultation

Consultation will be undertaken using Council's Consultation Policy on the preferred ranked names.

Step 6 Consideration for approval

Following consultation a recommended name will be put to Council for consideration. If there has been no agreement on a preferred name through the consultation process then other options for resolving the issue may need to be developed.

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

DIAGRAM 1: DECISION MAKING FRAMEWORK



Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

PART B: STYLE GUIDE

The style guide is a list of “rules” that any open space name needs to abide by. Use of the style guide will ensure consistency of naming. Any name suggested under either Step 2 or Step 3 of the framework needs to be assessed against the style guide.

1. Duplication of names should be avoided.
2. Possessive form (for example John Smith’s reserve) should be avoided except if it destroys the sound of the name or changes its descriptive application. If used the apostrophe should be dropped.
3. In general hyphens should be avoided. Preferably, the name should be written either as one word or as separate words.
4. Words should be spelt correctly, including the use of diacritical marks such as macrons as appropriate.
5. Names which would be considered in poor taste or likely to cause offence should be not be used.
6. Established geographical names should not be altered unless for reasons such as to avoid confusion, ambiguity or to standardise spelling.
7. Where an incorrect name has become established by local usage the Council may in its discretion retain such incorrect form.

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

PART C: SELECTION CRITERIA

These criteria will be used to establish the relative merits of any suggested names. All names that are suggested through Step 3 of the framework will be compared using the criteria which has been weighted to reflect relative importance (see Table 1). The names will then be ranked in order of merit with the highest scored name highest ranked.

1. Local Usage

Proof of establishment and the extent of common usage need to be determined at Step 3 of the framework.

2. Historical Person or Event

This can be for example settlers, early notable people or events with local association. Naming after persons living or recently deceased should generally be avoided where the issue is potentially sensitive.

3. Significant geographical feature, landscape, flora or fauna

Naming after minor features should be avoided.

4. Personal name (surname) for special service

This can be for conservation, sport, community service or other sphere of activity with local association which can be duly recognised. Naming after persons living or recently deceased should generally be avoided where the issue is potentially sensitive.

5. Descriptive name

For example Hill Park (as in on a hill). Naming after minor features should be avoided.

6. Associated name

That is a part of an association or grouping of names in a suburb.

7. Published name in any work

The work needs to be authoritative in the opinion of Council. However publishing will not confer establishment.

8. Cultural Significance other than Maori

Significance to be determined through written evidence.

9. Adjacent street or name of suburb

NOTE: Naming of an open space will not preclude naming significant features within it for example a fountain, artwork or memorial.

Open Space Naming Policy Kaupapa Whakaingoa Whenua Māhorahora

TABLE 1: WEIGHTED SELECTION CRITERIA

Criterion	Weighting
1. Local Usage	High 3
2. Historical Person or Event *	Medium 2
3. Significant feature	Medium 2
4. Personal name (surname) for special service *	Low 1
5. Descriptive name	Low 1
6. Associated name	High 3
7. Published name in any work	Low 1
8. Cultural Significance	High 3
9. Adjacent Street/suburb	Low 1
Score	

*Note that for each of these criteria there may be more than one name suggested. If so the officer responsible will need to make an assessment on the relative merits of each name under the same criterion with regard to the following:

- extent of local knowledge about person or event
- contribution to area of interest

5. Public Excluded

Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
5.1 Band Rotunda Redevelopment	7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.