

**REPORT 1**  
 (1215/52/10/IM)

**ORAL SUBMISSIONS TO THE 2010/2011 DRAFT  
 ANNUAL PLAN, 2010 DRAFT COMMUNITY FACILITIES  
 POLICY AND 2010 DRAFT CLIMATE CHANGE ACTION  
 PLAN**

<b>Day One: Thursday, 13 May 2010</b>					
<b>Time</b>	<b>Submitter</b>	<b>Organisation</b>	<b>Consultation</b>	<b>Sub. No.</b>	<b>Page No.</b>
1.10pm – 1.40pm	<i>To be circulated – submissions for this time will be circulated with an updated schedule.</i>				
1.40pm	Mike Smith	Tuanuku Maori Climate Change Network	DCCAP	1	
1.50pm	Peter Brooks	Wellington Civic Trust	DCCAP	44	
2.00pm	Neil Pryor	Flagstaff Hill Area Presidents Association	DAP	75	
2.10pm	Gary Oosterbaan	Individual and Island Bay United AFC	DAP	61/62	
2.20pm	Stan Andis	The Moa Point WasteWater Community Liaison Group	DAP	34	
2.40pm	Hold				
2.50pm	<i>Afternoon Tea</i>				
3.05pm	<i>To be circulated – submissions for this time will be circulated with an updated schedule.</i>				
3.20pm	Nicola Gaston	Cycle Aware	DAP/DCCAP	121/14	
3.30pm	Michael Collett	Individual	DAP	128	
3.40pm	Michael Collett	Individual	DCFP	27	
3.50pm	Don McDonald	Individual	DAP	52	
4.00pm	Hold				
4.10pm	Les Brown	Nancy's Embroidery Shop	DAP	35	
4.20pm	Alex Gray	New Zealand Automobile Association inc.	DAP	142	
4.30pm	Richard Cassidy	Individual	DAP	97	

**Key:**

DCCAP	Draft Climate Change Action Plan
DAP	Draft Annual Plan
DCFP	Draft Community Facilities Policy

**Sharon Bennett**

---

**From:** rangiwhero@gmail.com  
**Sent:** Wednesday, 14 April 2010 4:05 p.m.  
**To:** BUS: Climate Plan  
**Subject:** Draft 2010 Climate Change Action Plan

The following details have been submitted from the Draft 2010 Climate Change Action Plan form on the www.Wellington.govt.nz website:

**First Name:** Mike  
**Last Name:** Smith  
**Street Address:** Tapu Te Ranga Marae  
**Suburb:** Island Bay  
**City:** Wellington  
**Phone:** 02102703298  
**Email:** rangiwhero@gmail.com

I would like to make an oral submission in mid May: Yes

I am making this submission: on behalf of an organisation

**Organisation Name:** Tuanuku Maori climate change network

In general, what is the highest climate change priority for you: The engagement of civil society groups and communities in preparing for change

How strongly do you support or oppose the approach of the draft 2010 Climate Change Action Plan:  
4

Do you think the Council is focusing on the right areas and projects in its response to climate change: No

I you think the Council's proposed response to climate change is: Not enough

Vulnerability assessment - preparing for climate change impacts: 5

Electric vehicle pilot project: 5

Council energy-management programme: 5

Business energy-saver programme: 5

Home energy-saver programme: 5

Do you agree with the emissions reduction targets in the Action Plan: No

Why: We need to do better

What information would be valuable or assist you to take action on reducing emissions and adapting to climate change: More information targeting children

How would you like to get involved in assisting the Council to respond to climate change issues: Our organisation provides education, networking and facilitation programmes on climate change issues designed to increase community preparedness.

-----

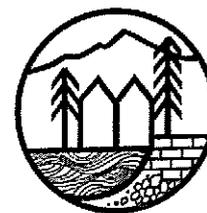
44

# Wellington Civic Trust

P O Box 10183

Wellington

[www.wellingtoncivictrust.org](http://www.wellingtoncivictrust.org)



To: **Wellington City Council**  
[Climate.plan@wcc.govt.nz](mailto:Climate.plan@wcc.govt.nz)

9 May 2010

## **Submission on the Draft 2010 Climate Change Action Plan**

### **Introduction**

**1 The Trust congratulates the Council on the draft 2010 Climate Action Plan. Such a plan is essential if the city is to meet the challenges which global warming will bring.**

2 The Trust's submission is based on the following premises:

- acceptance that significant and damaging anthropogenic global warming is a reality although there is no consensus on likely temperature rises by the end of the century;
- Wellington city is particularly vulnerable to sea level increases and extreme weather events;
- both the Council and citizens have a duty of care to face up to the problems that will be created by climate change even if those problems are unlikely to be felt fully for many years
- policies that are effective, efficient and politically palatable in both areas of adaptation and, particularly, mitigation are elusive;
- policies have to be consistent with both international and national policies on climate change.
- The plan does not address long term strategies or issues and is to be considered in the context of the 2010/11 Draft Annual Plan.

3 The issue of climate change has to be addressed through a hierarchy of policy-making institutions with the lead being taken by international agencies setting targets and procedures which are then adopted by national governments. It is within such a context that local communities must work. Unfortunately progress at the international and national levels has been poor and this raises major problems for those cities such as Wellington, that wish to prepare for the changes which global warming will bring and who wish to play their part in reducing emissions.

4 We understand that because no reliable estimate of a carbon price can be made it is very difficult for the city to estimate the outcome of various policy options. An indication is given in the plan that this might be possible in 2012 in combination with the LTCCP 2012/22. But it seems that the market will not establish a carbon price until some time in 2013 after completion of the transition period.

5 The Council is, however, committed to achieving quite challenging emission targets and it must convince central and regional governments to develop a policy framework within which the Council can use its own powers to effect local change.

6 Although the Mayor claims in her opening message that the city can be proud of its achievements in climate change, it would seem likely that emissions have increased rather than stabilised since the last action plan (2007). We agree, however, with her comment that cities need to demonstrate strong leadership. We hope that the larger urban centres in New Zealand (which are necessarily the larger emitters) will work together to find best practice solutions to common problems. We hope too that they will collaborate in lobbying central government so that city-based emission reduction policies can be developed within a sympathetic legislative and economic environment.

7 The Council should also develop close links with other cities addressing climate change issues effectively. We would hope that the contacts made at the recent Copenhagen meeting, attended by the Mayor and officers, could be used to good effect.

### **Emission Reduction Targets**

8 The IPCC range of likely global warming effects presents major problems for the city even at the median level of a 3 degree temperature rise. The city will not know until next year whether or not the process of increasing emissions has been arrested. Between 2001 and 2007 they increased by 5%. We hope therefore that the very modest target to actually achieve a reduction of 3% (on 2001 levels) by 2013 is more than aspirational. We understand that the major components of the savings are Spicer Landfill gas capture and voluntary household changes. The first is no doubt largely within the power of the Council to achieve, but the second will depend on decisions by thousands of households. That will require the Council to convince them that this is a real problem and that we have to change our profligate ways with fossil fuels. The tone of the plan does not convey that message. Unfortunately, as long as national and local public policy objectives continue to emphasise economic growth, public concern about climate change is likely to be muted. As long as new roading projects are heralded as another boost for the local economy people are unlikely to be convinced that we have to change our ways.

9 The Council has to take the public with it in developing and implementing climate change policies and programmes. Unfortunately the public has little conception of what a reduction of 30% (let alone 80%) in emissions would mean in terms of its impact on life styles. The Council should commission a study to provide a range of scenarios relevant to hitting these targets.

### **Energy Consumption**

10 The plan states that 43% of Wellington's emissions are produced from energy used in buildings. If the percentage of power produced from renewable resources was increased that could be significantly reduced. There are a number of factors influencing the use of wind power and most are beyond the power of the council to influence. However, it would seem that much rural land within the city boundaries has potential for wind farms. The plan states that two more wind farms are proposed. While such projects are controversial because of noise and visual pollution, in current circumstances, the public good suggests that the Council should ensure that its district plan provisions are sympathetic to such developments, while ensuring that the rights of local property owners are protected.

11 Such an approach would fit in with the Council's intention to lobby for a 90% renewable energy target for total national electricity supply by 2025 (BE5, page 22). However, the carbon price issue is relevant, because to make renewable energy supply economically attractive coal and oil power generation has to be made economically unattractive.

12 New Zealand has lagged behind other countries in the use of solar energy and small-scale wind power. This may be partly due to the inability to feed surplus power into the grid. We support the Council's intention to lobby for a change (BE8, p.22).

13. We strongly support the establishment of the sustainable and renewable energy centre of excellence (pp 7 & 21). We understand Grow Wellington is promoting a Pacific Clean Energy Institute - it would give climate change leadership not only to New Zealand but to the wider region.

14 During recent periods of power shortage public authorities have taken steps to reduce the use of electric power – non essential use has been curtailed. Street lighting has been reduced and office lighting used more economically. While the public may not be so accepting of such a policy over what would necessarily be a long term (at least until power was almost wholly supplied from renewable sources) the actual inconvenience to the public would be small. The private sector should be encouraged to participate.

## **Transport**

15 Over a third of Wellington's emissions are from land transport. A major shift from private to public transport use would effect a significant contribution to the 2020 target. Private car use will become increasingly expensive and with new rail rolling stock coming on line in the near future the prospects for increasing rail's share of commuter rail travel (currently 3%) must be high. The plan notes that \$7million will be spent on a ten year programme to expand the city's bus-lane network through the central city and other key routes, and \$13 million in the same period to improve facilities for cyclists and pedestrians and that this is part of a commitment to spend \$31 million in the current LTCCP (page 10). By the following year the Council's first significant target of a reduction of 20% on 2001 emissions will fall due. It seems unlikely that such a target can be reached without having a new low energy transport structure in place. We hope that the current planning will provide for that.

16 We accept that in the short term diesel buses will be a major element in the public transport fleet but in the longer term less damaging emitters should form the backbone of the public transport road fleet. Clearly evolving technology will provide options not currently available. We are pleased to note at page 21 that the Council is investigating electric vehicle technology for the city's bus network and we assume that this might include hybrid vehicles.

17 The ability to move easily between different transport modes and to provide on-site accurate information about bus/train arrivals are essential elements in making public transport an attractive option. We support the policy of promoting compact city growth (Page 24) including development along public transport routes.

18 The Trust noted in its submission on the Wellington 2040 project that a shift from private car use to public transport would transform the central city; it would also make a major contribution to meeting the city's emission targets. But, again as we noted in our submission, the Council cannot achieve such a transformation on its own. It would have to alter the policy mind sets of both central and regional government. If the Council is serious about its emission targets it has to be equally serious about the development of a renewable energy based public transport system which makes private car travel comparatively unattractive.

## **Electric vehicle pilot**

19 The Trust is not convinced that an electric vehicle pilot scheme has much to offer the climate change programme. We accept the argument that because most of our electricity is derived from renewable resources electric cars have the potential to make an above average contribution. But many other cities will be researching their use and the infra-structure necessary to support them. Canberra is to undertake an extensive and expensive three year programme. We should let others pioneer this work and adapt their findings to our city's special features. Technology in this area is likely to advance quickly, especially in respect of batteries, and a cautious approach is warranted. The Council wants the capital to be "an early adopter of electric vehicles." The Trust does not think that is wise. The suggestion that cars and facilities should be available for the use of tourists (such as cruise ship and Rugby World Cup visitors) introduces an undesirable 'gimmicky' element into what is an important issue. We do not support the proposed \$100,000 expenditure on this project.

## **Proposed Studies**

20 The potential threat posed by rising sea levels has to be taken very seriously. The Trust supports the Council commitment to the coastal study undertaken in partnership with the Greater Wellington Regional Council and the city vulnerability assessments (A1, page 16). We also understand that the Council is drawing on the specialist knowledge and skills of NIWA and Victoria University. The Council will need to handle the public information aspects of this work with care because of the potential effects on public confidence and property values. Nevertheless, the Trust's view is that the public must be kept fully informed

21 Much of the CBD is vulnerable to the levels of sea rise which might result from global warming. Currently the Council, through its company Wellington Waterfront Ltd, is trying to market building sites on the Wellington waterfront. Consideration should be given to putting a hold on such marketing, at least until further credible information is available on the likely impact of global warming and what steps might be taken to protect vulnerable areas.

22 We understand that the Department for the Environment will later this year provide revised advice to council's on potential sea level rises and the implications for coastal communities. That advice should inform Council policies including relevant provisions in the District Plan.

## **Residential Energy Efficiency Projects**

23 The proposed Home Energy- Saver programme (BE1, page 21) may seem a minor initiative, but it is one which the trust believes is vital to the success of the climate change plan and one of the relatively few areas where the local authority has the opportunity to make a real difference. Working with households to help them reduce energy consumption in the home is likely to encourage people to think more constructively about how they can change ingrained habits in the light of the reality of climate change. Support for the Warm Up New Zealand scheme is strongly supported for the same reasons. We note that it is estimated that 2000 Wellington households will benefit from the scheme annually. We would hope that this scheme can be expanded because the dividend is not only in power savings to the country and in the reduction of power bills to the household, but in the improved health of those no longer living in cold and draughty environments. The Council should add that item to the list of matters on which to lobby the government.

24 The Trust suggests that in promoting community initiatives related to climate change the Council should establish climate change partnerships with appropriate community organisations. Using their membership lists and contacts such organisations would be able to help spread the messages quickly and effectively.

25 We welcome the proposal at BE6, page 26, that the Council will lobby the government for higher energy-efficiency standards in the building code and for a home energy ratings scheme for housing. The latter provision is particularly welcome because it would provide a major incentive for a home owner, or a landlord, to improve the energy efficiency of their property. We hope these initiatives will be resolutely prosecuted with the government.

### **Business energy efficiency programmes**

26 The Meridian Energy building on the waterfront was hailed as the first five star green building in Wellington and the then chair of Wellington Waterfront Ltd said it would be a template for all future buildings on the waterfront. Could not such a standard also be applied to all new commercial projects in the city?

### **Conclusion**

27 It could be argued that because the Council does not have the power to attain the emission targets it has set for the city, those targets are meaningless. The Trust believes that as long as the Council ensures that those targets inform and determine policies which the Council can implement and as long as they mean that the Council lobbies the relevant policy makers in respect of policies outside its direct control, the targets are relevant and necessary.

28 We have noted in this submission a number of instances where the Council intends to lobby the government (national sustainable energy target, residential energy efficiency programmes, feed-in tariffs). We welcome that, but because the city is dependent on central government for setting the national policy agenda for climate change, it must press ministers to act effectively and decisively at both the international and national levels.

29. We would be proud of our council, and of our city, if it truly became a leader in lobbying for effective action at all levels on a problem which threatens to determine the future of our city - and much else.

### **Oral**

30. The Wellington Civic Trust wishes to be heard at the Oral submissions stage. The Trustee leading the oral submission will be Peter Brooks [peter.brooks@xtra.co.nz](mailto:peter.brooks@xtra.co.nz) phone 479-6812.

Alan Smith

[signed AS]

Deputy Chair & Secretary  
Wellington Civic Trust  
9 May 2010

**Your details**

Mr /  Mrs /  Ms /  Miss /  Dr (circle which applies)

First name(s)

NEIL

Last name

PRYOR

Street address

241A THE TERRACE, WELLINGTON 6011

Phone

04 4729 222

Email

neil.pryor@paradise.net.nz

I am writing this submission as:

an individual

on behalf of an organisation

If an organisation, which one?

FLAGSTAFF HILL AREA RESIDENTS' ASSOCIATION

Type of organisation

business

community

other

Do you wish to speak to a panel of Councillors in support of your submission?

yes

no

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

**Your comments**

(use more pages if needed)

SEE ATTACHED

RECEIVED  
3 MAY 2010  
BY:

SUBMISSION  
NUMBER  
075



# Flagstaff Hill Open Space

Submission for Annual Plan Review 2010

## Proposal

The Flagstaff Hill Area Residents' Association proposes that:

The Wellington City Council purchases for the city, the area in lawn, shrubs and trees at 16 Terrace Gardens, commonly known as Flagstaff Hill.



Fig. 1 Flagstaff Hill looking down and north from Dixon Street Flats. Terrace Gardens footpath at left.

## Site Location

The site is at 16 Terrace Gardens, Wellington Central (see Fig. 2), with only pedestrian access from Percival Street/Terrace Gardens, and potentially from Willis Street/Flagstaff Lane.

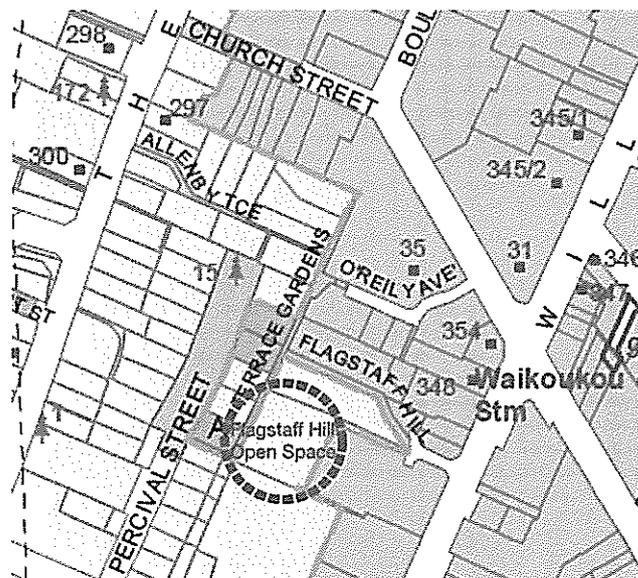


Fig. 2 Location Map of proposed Open Space



## Legal and Site Description

The proposed Open Space site is Part Section 1202 Town of Wellington and Part Lot 1 Deposited Plan 4511 on CT WN27C/899.

The land area is 1,634 square metres and the zoning is Inner Residential.

## Summary

In summary, our reasons for putting this request forward are:

- the site, with lawn and native planting, has been enjoyed by citizens and maintained by the WCC for nearly 40 years;
- inner city residential population is projected to rise from 12,000 now to 21,000 by 2040;
- it provides a needed visual & recreational amenity in a densely built area;
- it offers a sunny space with views for inner city residents and city workers;
- it provides an attractive stopping point on a popular walking route;
- with its commemorative flagstaff it maintains a heritage connection with early Wellington;
- the area has ecological values in its well-established indigenous trees and shrubs which are attracting native bird life into the area. Its vegetation supports the WCC draft Climate Change policy; and
- providing access for residential development of the site would be costly and disruptive.

## Introduction

The Residents' Association requests that the City Council purchases this site and gives serious consideration to developing the area, to realise its potential as an open recreation space with historic relevance to the city's colonial past.

The open area comprising Flagstaff Hill, Terrace Gardens and the Percival Street Extension could be a major asset to the inner city and its increasing population, but its inherent potential seems to have been overlooked. It is not well signposted or identified and has not been promoted as part of the city's advertised walking routes.

While the main attraction must remain the vegetation and open space, the area is also in need of some of the innovative landscaping which has enhanced other areas of the city. This might include a sculpture garden, exercise trails, and/or other elements to enhance its basic elements.

We believe that the current Inner Residential zoning of the Flagstaff Hill open space is now inappropriate. The site is accessible only by pedestrian footpaths and steps. There are very significant differences in elevation of the land from the road access of both Willis and Percival Streets. Providing vehicle access and parking for residential development of the site would be very difficult.

## Background

- In 1972 the City Council entered into a lease agreement with the site's owners, New Zealand Breweries Ltd, to lease the site for a peppercorn rental, in exchange for the land immediately to the north being used as a car park, which resulted in substantial contouring of the area. Council planted the section which is the subject of this submission, in lawn, trees and garden ready for Arbor Day 1973. The company erected an aluminium alloy flagpole with a commemorative plaque.



- The Residents' Association's first contact with the site's owners, then New Zealand Breweries Ltd, was in 1976, being a query over their intentions for the development of the Flagstaff Hill site.
- David McGill & Grant Tilly: *In Praise of Older Buildings*, 1980, included a sketch and text on Flagstaff Hill.
- David McGill: *The Pioneers of Port Nicholson*, 1984 refers to arming Flagstaff Hill with two 18-pounder cannon in 1843, though this was actually the Clay Point site.
- A WCC Planning Report<sup>1</sup>, 1991, stated *inter alia* "The Council's objectives refer to small parks for casual use by city workers. The ordinance provisions emphasise the need for high quality areas with good sunlight that are relatively free from wind. The Flagstaff Hill area is particularly suitable for this type of park being sunny with a good outlook over the city."
- In 1994, when the St George building and adjoining land was put on the market, the Association wrote to the Council concerning acquisition of the site for public use. In its response<sup>2</sup> of 19/07/94, Council acknowledged that Council was "very much aware of the importance of the park to the community" and had tried through an initial offer, then a tender, to purchase this site. WCC Property Manager said that Council was pursuing the possibility of purchasing the park from the new owners, Wellington Polytechnic.
- In 1997, in view of an Environment Court hearing sought by Wellington Polytechnic, the Council commissioned Michael Kelly to carry out a 'heritage significance assessment' for Flagstaff Hill<sup>3</sup>.
- Flagstaff Hill was part of Parcel 3 of land offered in 2004 for sale by tender by Colliers International on behalf of Massey University. The Residents' Association lobbied Massey University, and Council to purchase the site. In the event, Massey withdrew the site from sale.
- We have been informed that Colliers have now been instructed by Massey University to sell the land.

### Heritage Values

Michael Kelly's report<sup>3</sup> gives a useful account of early uses of and references to Flagstaff Hill, but dismisses the widely reported assumption that it was the site of 18 pounder cannons set up in 1843 for the defence of the town, following the Wairau affair. Kelly identifies the prominent flagstaff, existing at least from 1857, and appearing in several early photographs, to be one set up (a short distance from the location of our current commemorative flagstaff) by Robert Houghton who arrived on the *Aurora* in 1840. He established the first pilot/signal station at Mt Albert, and Kelly presumes that the city flagstaff was used for commercial signalling purposes, an important facility for the maritime commerce of the day. Houghton Bay is named after Robert Houghton. The Houghton family owned property on Flagstaff Hill until 1968.

Archibald Whiteford (1835-1910), a prominent builder and volunteer fireman, lived on the Hill for many years. In 1870 he was engaged in building Government House and the House of Representatives.

Other families living on the Hill with prominent descendents living in Wellington today were the Russells and the Underwoods.

---

<sup>1</sup> Town Planning Department DSC 91/06 8 July 1991: A. A. Aburn: *Uplifting of Open Space Designations*

<sup>2</sup> WCC File Ref. LP 52/145 Brian Mudge, WCC Property Manager

<sup>3</sup> Michael Kelly: *Flagstaff Hill, Wellington – Heritage Significance Assessment*, for Wellington City Council, June 1997



A stair at the end of the extant Flagstaff Lane gave access from Willis Street to the properties on Flagstaff Hill.

Of the three prominent flagstaffs that once rose over the young Capital (Thorndon, Clay Point and Flagstaff Hill), there is only one left to remind us of this early colonial period – the commemorative flagstaff on Flagstaff Hill.

The Association submits that the city would be enriched by retaining a fitting reminder of events in the young city; and particularly these local families, and their contribution to the life and commerce of colonial Wellington.

### **Open Space**

The purchase of Flagstaff Hill by Council and a consequent change of zoning to 'Open Space' will be in full accord with Council's Open Space policies<sup>4</sup>. In association with the nearby, but shaded and more enclosed Terrace Gardens/Percival Street Extension open space, the Hill is located amidst a high-density residential enclave, next to the Dixon Street Flats and Boulcott Village/ St George student hostel. It also serves the lunchtime needs of nearby workers from Willis/Manners/ Boulcott Streets/Majestic Tower. The Hill affords a restful breathing place and is a delight to the eye, away from the confines of cramped apartments and air-conditioned offices.



(Fig. 3)

Fig. 3 Flagstaff Hill, with Dixon Street Flats on right

---

<sup>4</sup> District Plan 16.5 Open Space Objectives and Policies, 16.5.1.1 *Identify a range of open spaces and maintain their character, purpose and function, while enhancing their accessibility and usability* (and commentary).

The availability of a common public space enables inner city dwellers to meet and socialise, fostering a sense of identity, community and pride in the local environment. It engenders social cohesiveness and counters the sense of isolation that people living alone may feel.

### Walking Route

Flagstaff Hill/Terrace Gardens is on a walking route between the city and the University, or a circular lunchtime stroll from St Mary's to Percival/Dixon/The Terrace, returning via Allenby Tce or Dixon St. steps. The little Flagstaff Hill 'reserve' offers an open sunny pause with a vista over the sacred/secular St Mary's and the St George, and the old Dominion building to the harbour and hills (Fig. 3).

Visitors to Wellington often comment on its compactness, the variety of activities in such a small area, and the proximity of residences to the central city. This is recognised very effectively in the Council's document *Wellington— a sense of place*, and is epitomised by the Flagstaff Hill Area.

There is a beautiful progression of townscape from the open vistas of the harbourside parks and promenades, through the Civic Centre, enclosed by symbols of the city's cultural life and the hub of civic administration, then through the portal to busy city streets, past the art deco façade of the St. George Hotel and neo gothic St. Mary's to the green leafy seclusion of the Dell, overlooked by 19<sup>th</sup> and early 20<sup>th</sup> Century timber houses, and the bright open outlook over city roofs from Flagstaff Hill itself (Fig. 4).



Fig. 4 Flagstaff Hill, looking north-east to the city, sea and hills beyond



Suitable publicity and background historical information would open tourists and visitors to a condensed overview of the essence of living in Wellington, all within a short walking distance of the city centre.

### **Ecology and Climate Change Mitigation**

Under the Council's peppercorn lease, the flagstaff area was planted in native flora for Arbor Day 1973— contrasting with nearby fine northern hemisphere specimen trees— including flaxes, a fine young kauri, and kowhai 'to bring birds back into the city centre'<sup>5</sup>. This initiative has been successful and tuis and other native birds have now been nesting in this area for several years. Native vegetation should be encouraged in the city, and this little patch should be secured and fostered as another link in the chain of 'bird corridors'; and as an urban oasis in line with the Council's environmental strategy. This garden of natives has now enjoyed nearly 40 years of growth and its destruction would be a real loss. Built development of the site would be negative for the city's carbon dioxide balance.

Encouraging walking to and from the central city via attractive routes and maintaining and increasing bush cover are both elements of Council's *2010 draft Climate Change Action Plan*.

### **The Association**

The Flagstaff Hill Residents' Association came into being as a result of the city's 'Capital Plan' discussions of 1976. Our residential area of concern is bounded by the Everton Tce bridge to the north, the CBD to the east, Ghuznee Street to the south, and the University to the west. Flagstaff Hill represents a focal point of the Association's area of interest. Over the years the Association has contributed to planning and environmental issues, support of local heritage issues, occasional celebrations, and neighbourhood support. For several years the Association published a monthly paper, *The Flagstaff*.

### **Development of Flagstaff Hill Area Open Space**

The Residents' Association has long felt that our high density residential area and adjoining commercial area has lacked Council development of an open space recreational area. We see the open, dry, sunlit, view-affording Flagstaff Hill site in question as complementary to the lower elevation reserve with its large mature trees and close-built Boulcott Village complex. The following suggestions are made for development once the open space is secured, noting that they may be progressed incrementally as finance can be made available.

- signage in Boulcott and Percival Streets indicating Flagstaff Hill Reserve
- install a plaque with historical photographs indicating the relation to the old city and early flagstaffs
- provide robust seating and picnic tables
- provide access via steps and a gate from Dixon Street Flats
- update walking guide leaflets to feature the park
- distribute a leaflet around local businesses and workplaces recommending the park for lunching and exercise.
- provide suitably for dog exercising
- improve security by regular night patrols
- provide an exercise course with sculptured structures for residents and inner city workers
- make the reserve a sculpture park, perhaps including sculptured reliefs set in the pavement of the walkway.

---

<sup>5</sup> Allister Bristow, *The Dominion*, 14/07/73



**Conclusion**

The Flagstaff Hill Area Residents' Association wishes to submit to the Wellington City Council, the proposal that the City acquire the Flagstaff Hill site, to preserve in perpetuity its natural ecological and heritage values for the leisure, recreation, aesthetic enjoyment, and spiritual wellbeing of Wellington citizens.

May the tuis continue to sing on Flagstaff Hill for the delight of all future generations.

(N. W. Pryor)  
for Flagstaff Hill Residents' Association  
30 April 2010

RECEIVED  
30 APR 2010  
BY: \_\_\_\_\_

SUBMISSION  
NUMBER 061

**Nicola Old**

---

**From:** gary.oosterbaan@krausnaimer.com  
**Sent:** Friday, 30 April 2010 2:04 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Draft Annual Plan 2010/11-20100430020416

First Name: Gary

Last Name: Oosterbaan

Street Address: 86 Tiber Street

Suburb: Island Bay

City: wellington

Phone: 972 4556

Email: gary.oosterbaan@krausnaimer.com

I would like to make an oral submission: Yes

I am making this submission: individual

Social & Recreation: To commit further funds to the installation of artificial playing surfaces for football in the Wgtn city region.  
We want our residents to be healthy and active, but have limited opportunities due to POOR playing surfaces, non existant playing surfaces

-----

RECEIVED  
30 APR 2010  
BY: \_\_\_\_\_

SUBMISSION  
NUMBER

062

**Nicola Old**

---

**From:** gary.oosterbaan@krausnaimer.com  
**Sent:** Friday, 30 April 2010 2:11 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Draft Annual Plan 2010/11-20100430021037

First Name: Gary

Last Name: Oosterbaan

Street Address: 86 Tiber Street

Suburb: Island Bay

City: wellington

Phone: 972 4556

Email: gary.oosterbaan@krausnaimer.com

I would like to make an oral submission: Yes

I am making this submission: organisation

Organisation Name: Island Bay United AFC

Type of organisation: Community

Other details: Community Sports club

Social & Recreation: We would encourage the council to commit funds to the Wakefield Park redevelopment. This will create a sports and recreation hub that the community and city would be proud of.

-----

**SUBMISSION  
NUMBER**

034

**Nicola Old**

---

**From:** Baz Kaufman  
**Sent:** Tuesday, 27 April 2010 9:32 a.m.  
**To:** BUS: Annual Plan  
**Subject:** FW: Draft Annual Plan Submission  
**Attachments:** CLGDAP2010.doc

2.7 APR 2010

*Baz Kaufman  
Senior Corporate Planner  
Strategy, Planning and Performance  
Ph 04 - 803 8724*

*Strategy and Urban Design Directorate  
Wellington City Council  
[www.Wellington.govt.nz](http://www.Wellington.govt.nz)*

The information contained in this email is privileged and confidential and intended for the addressee only. If you are not the intended recipient, you are asked to respect that confidentiality and not disclose, copy or make use of its contents. If received in error you are asked to destroy this email and contact the sender immediately. Your assistance is appreciated.

---

**From:** Leslie Paurini **On Behalf Of** Garry Poole  
**Sent:** Tuesday, 27 April 2010 9:19 a.m.  
**To:** Baz Kaufman  
**Subject:** FW: Draft Annual Plan Submission

Morning Baz,

Please find attached a submission on the Draft Annual Plan from Stand Andis.

You may have already received this via post, just incase electronic copy attached.

Regards

---

**Leslie Paurini**  
Administration Officer  
The Office of the Chief Executive

Wellington City Council | 101 Wakefield Street | PO Box 2199 | Wellington  
Ph: +64 4 801 3350 | Cell: 021 227 8704 | Fax: +64 4 801 3015 |  
Web: [www.wellington.govt.nz](http://www.wellington.govt.nz)

The information contained in this email is privileged and confidential and intended for the addressee only. If you are not the intended recipient, you are asked to respect that confidentiality and not disclose, copy or make use of its

27/04/2010

contents. If received in error you are asked to destroy this email and contact the sender immediately. Your assistance is appreciated.

---

**From:** Stan Andis [mailto:sandis@paradise.net.nz]  
**Sent:** Tuesday, 27 April 2010 8:34 a.m.  
**To:** councillors@wcc.clear.net.nz; Garry Poole; Maria Archer; Michael Brownie  
**Subject:** Draft Annual Plan Submission

We have enclosed our formal written submission to the Wellington City Council Draft Annual Plan for your information as perusal.

Please note that this submission has been submitted for consideration.

Regards, Stan Andis - spokesperson Moa Point CLG

## MOA POINT WASTEWATER COMMUNITY LIAISON GROUP

Address for Service:-

36 Ahuriri Street  
Strathmore Park  
Wellington 6022

20<sup>th</sup> April 2010

Draft Annual Plan  
Wellington City Council  
P.O. Box 2199  
Wellington

To whom it may concern,

### SUBMISSION – DRAFT ANNUAL PLAN

#### **1: Purpose:**

The intention of this submission is to secure funding in the Wellington City Council Annual Plan for a permanent enclosure to be constructed over the **Inlet Pump Station (IPS)** situated at Moa Point, Wellington.

This request is to be commensurate in the financial term July 2010 to June 2011.

The function of the enclosure is to enable the operation of the IPS to continue during outdoor periods of planned and unplanned maintenance while essential work can be undertaken.

This will enable operation at all times while fully complying with the terms of the Resource Consent and rules of the Wellington City Council District Plan Designation.

Specifically, the District Plan rule of the Designation states *“that odour shall not be discernible at or beyond the boundary”*.

#### **2: Introduction:**

The Moa Point Waste Water Community Liaison Group (CLG) was formed as result of appeals to the Environment Court, Decision number W1/93 and W194 to liaise between the Contractor, the Wellington City Council and the Community.

The initial meeting was held on the 24<sup>th</sup> April 1994, followed by the first formal meeting eventuating on the 26<sup>th</sup> May 1994, and facilitated by D. Buchan and Associates.

Membership comprised of 15 volunteer members of the local community and local business houses.

In October 1995, as a result of a mediation process in the Office of the Parliamentary Commissioner for the Environment, Mr Keith Davis was appointed as Technical Advisor to the Group, and still maintains that position.

Meetings took place on a monthly basis until completion and commissioning of the plant in early 1998.

*As the plant was fully operational it was anticipated that the necessity of further liaison would not be required, but continual odour emission issues meant that the CLG process had to continue.*

### **3: Inlet Pump Station: (IPS)**

In 1996, Anglian Water International successfully applied for a non-notified Resource Consent to operate the Inlet Pump Station on its current site.

The reason provided was that the engineers of Anglian Water stated that if the IPS were to be constructed away from the main site a saving to the company would be in the vicinity of \$500,000.

The CLG approved this measure with the proviso that the Odour condition had to conform to that of the District Plan Designation.

Upon scrutinising the approved consent, the odour condition was in accordance with the Resource Management Act, and not in accordance with the Odour condition in the District Plan.

The outcome of this meant that all odour emissions that adversely affected the sensitive local surrounding environment would be discerned by the Wellington Regional Council as Offensive, Objectionable or Noxious.

Successive, constant and persistent requests by the CLG to adjust the controversial odour condition to comply with the District Plan of “**not discernible at or beyond the boundary,**” have been shunned.

This departure remains in place and will do so for another 15 years unless a process for change is authorised.

The cost of making legal changes was given as the overriding factor.

In regard to consistency the CLG did not accept the argument that the IPS odour condition should remain under the auspices of the RMA.

To make matters worse it was revealed later that 10% of the land occupied by the IPS remains as Airport Property.

A private land owner would not have been permitted to avoid obtaining legal title if development had encroached upon another's property as has occurred in this instance.

Even though "discernible" odour may be monitored by the Compliance Division of the Wellington City Council, the Greater Wellington Regional Council may only determine a breach of the Consent under the RMA and not under the terms of the District Plan.

*The GWRC now regards that the IPS does not possess an Odour Condition under the terms of the existing Resource Consent.*

What has been created is an inconsistency that has been allowed to remain in place with the full knowledge of all parties concerned, with no one prepared to take the initiative to proceed with the change.

This 'stalemate' situation is entirely unsatisfactory and unacceptable.

#### **4: Inlet Pump Station Design:**

It must be appreciated that the Inlet Pump Station was constructed in such a manner as to be an outdoor type, meaning that the area of all ten pumps would be exposed to the wide open spaces, and merely contained by a wire fence.

Prior to being built the Pump Station design was approved by Wellington City Council's Consulting Engineers.

Clearly, no consideration was given to maintenance when undertaken outdoors.

It is the understanding of the CLG that internationally, where raw wastewater pumping is required a more conventional wet well system is used. All pumps and associated equipment are housed separately in the dry well and all contained in a building.

The CLG can only conclude that this form of construction was approved to keep the project within budget with little if any consideration that essential maintenance work would produce odour beyond the boundary.

The Chemical Scrubber in close proximity is enclosed.

The result of this structure in its present form is that in the event of a planned or unplanned work where a pump may require removal, all work undertaken, is outdoors.

The Contractor is required to carry out this work as a necessity for the proper and efficient operation of the plant 24 hours a day 7 days a week.

It is accepted that whilst maintenance work is being carried out the escape of vile odour into the sensitive local surrounding cannot be avoided.

When there is a golf club to the northeast of the boundary of the IPS, homes on Moa Point Road within a 100 metre radius, homes above the IPS to the east in Strathmore Park, and commercial operations within 25 metres, any odour emission will adversely affect the immediate neighbours.

In other words elsewhere, all sewage treatment plants are positioned not to interfere and impose on residential locations with the primary concern being an odour 'buffer zone'.

The exception to this rule being, the Moa Point Waste Water Treatment Plant.

There is no logical or legal reason why the wider community should be asked to tolerate adverse affects at any stage due to the inept design of this Pump Station.

The Wellington City Council guaranteed an odour free environment with no exceptions.

The CLG is resolute in its belief that an enclosure would permit the contractor to carry out all maintenance work when required without the fear of breaching the rules of the Resource Consent or the District Plan rules.

It is imperative therefore that this structure proceeds without delay.

#### **5: Renewal of Resource Consent Moa Point WGN080003 [26180, 26181, 26183, 26183]**

**21<sup>st</sup> January 2008:**

The CLG took an extensive part in the Renewal of Consent at Moa Point process, with the emphasis in particular, on Odour Issues.

Both the Wellington City Council and the CLG submitted that the existing odour condition should remain in place.

The hearing committee agreed, and the Odour condition remained fully in accordance with the Wellington City Council Designation in the District Plan Rule *"That odour shall not be discernible at or beyond the boundary"*.

It is worthy of note that Greater Wellington Regional Council opposed this odour condition in favour of the odour condition written into the RMA of offensive, objectionable or noxious.

Moa Point therefore remains the only sewage treatment plant in New Zealand to detract away from the Act and conform to an odour condition far more stringent in consistency and determination of a breach of condition of consent.

In its submission, although not subject of the hearing, the CLG expressed grave concerns in regard to the Odour Consent of the IPS.

The Hearing Committee in its Decision page 47 made the following comment:

*“The Hearing Committee noted that many of the submitters referenced the pump station, at the base of the plant on Stewart Duff Drive, as the likely main producer of odour. Some submitters recommended that this structure be enclosed or that mitigation measures be imposed to reduce the effects from this site. The committee is aware that the pump station is the subject of a separate consent (WGN 960094) and cannot be considered as part of this application although it does recognise that the odour from the plant and the pump station is inextricably linked. Due to this fact, the applicant (WCC) voluntarily offered during the right of reply to include the pump station within the Odour Management Plan. The committee believes this approach is appropriate and has imposed it as part of this consent condition.”*

Clearly from the comments of the Hearing Committee it is an indisputable fact that the generation of odour is a serious concern within the unique local sensitive surrounding environment of the Moa Point Waste Water Treatment Plant.

The onus of responsibility rests firmly with the Wellington City Council to ensure that the wider community is free of vile odour that is generated from its IPS at Moa Point.

#### **6: Odour Management Plan:**

The CLG acknowledges that it participated in the liaison period during which the contractor submitted an Odour Management Plan (OMP) to the Greater Wellington Regional Council.

The OMP was duly submitted to the GWRC on the due date.

It must be understood that this document was required as result of the Resource Consent (WGN 080003- 26183) and remains an active document where changes can be made as agreed by all parties.

It must be noted that the contractor is only required to monitor odour at the boundary.

#### **7: Wellington City Council Guarantee: (*The Clear Choice* – 1991)**

Prior to the construction of the Moa Point plant on its site, the Wellington City Council provided a written guarantee to the wider community that the plant when operational would be “Odour Free and Quiet”

Since its completion, various Odour events have eventuated from the main plant where the contractor has been required to put drastic measures in place to ensure full compliance with Resource Consent and the rules of the District Plan.

Of note was an Enforcement Order issued by the Wellington Regional Council that required the contractor at the time (Anglian Water) to construct covers over the Clarifier Tanks costing \$1.5 million and suffer a fine of \$20,000.

To date after 12 years of operation, it is significant that the IPS has never been issued with any form of non compliance notice from the Regional Council.

When odour emissions have occurred on a frequent basis questions must be asked for the reason why.

It most certainly does not reflect effective good odour management control. It does however demonstrate how ineffectual the current system is when it fails to detect illegal odour emitting into the environment.

After much discussion and demands by the CLG, it finally took the Wellington City Council compliance division to stamp its mark on an odour event resulting from outdoor maintenance, to finally issue a non compliance warning.

This occurred in 2009 and cost the contractor a pittance of \$300.

All maintenance ceased for the day once the presence of discernible odour beyond the boundary was confirmed by the contractor.

### **8: Confirmation of Odour:**

The confirmation of the presence of odour at or beyond the boundary is a cumbersome, complex and difficult procedure.

Regardless of a complaint the presence of odour must be "confirmed" by a 'Council' Officer for the complaint to be legally recognised.

In so far as the Regional Council guidelines are concerned, the presence of odour may only be termed as either offensive, objectionable or Noxious in accordance with a pre determined procedure.

In other words, odour may be present and discerned in the environment, but unless it is offensive, objectionable or noxious no action may be taken.

Prevailing circumstances are also taken into consideration making the process clumsy inconsistent and ineffective as a deterrent against odour events.

The rules of the Wellington City Council District Plan are a far cry from that of the RMA.

“Discerning” odour in the environment is stringent, effective and consistent when determining an odour event that may have breached the terms of the Consent.

Simply put, if an ‘Officer’ discerns odour then technically speaking a breach of the District Plan rule has occurred.

The difficulty, complexity and failure of this type of ‘complaint-driven’ trigger in either system is, that any action undertaken by an ‘Officer’ may only eventuate after receipt of a complaint.

More often than not it is not always possible to lodge a complaint as the normal routine of day to day life does not permit immediate access to a phone.

It is this area that leaves the process wide open to conjecture.

In other words responsibility is left to the general public or the immediate affected parties to “complain” when odour is discerned beyond the boundary.

Proactive odour monitoring beyond the boundary does not exist in any system thus permitting latitude that can be abused deliberately or accidentally.

This inevitably leads to “complaint fatigue” where immediate action is expected by the complainant but does not occur, thus leading to a situation where the complainant suffers from repetitive frustration that overwhelms any future action.

It is this area of ‘odour abuse’ in the view of the CLG that must be addressed forthwith.

### **9: Fats, Oils and Greases (FOGs)**

These substances comprise of Fats oils and greases discharged into the sewage system by commercial, industrial and to a lesser extent by domestic operators.

Grease traps by Restaurants and Cafes in the City have undergone a change where so called “new” technology provided an opportunity to “treat” FOG’s through grease converters prior to discharge into the sewage system.

This meant that existing grease traps that required manual disposal were replaced by the upmarket system.

This process has proven to be a failure, as laid out in a report dated 9<sup>th</sup> May 2009 to the CLG by its Technical Advisor. The question remains whether the WCC carried out due diligence prior to proceeding with the “new technology” edict.

The end result has been a combination of seawater intrusion already present in the system, and FOG’s.

The consequence being that fatty acids produced by the “new technology” act as a formula for creating vile odour when released into the environment each and every time that the wet well lids are lifted for maintenance.

The cost of this bungle is that the community’s goodwill is stretched to the limit and asked to sustain odour in its environment when a breach of the Resource Consent and the District Plan has already occurred.

Over the past 5 years it has become evident that substantial quantities of FOG offending residues have coagulated and collected in the wet wells (pump compartment) of the IPS at Moa Point to the degree where they must be removed manually on a regular basis.

**In the past 2 years an astonishing 128.6 tonnes of FOG’s have been removed from the wet wells.**

There will be no respite in the immediate foreseeable future, meaning that they will continue to flow toward the IPS until such time as the current system in place reverts back to the original method of a manual collection system.

The consequence of this will mean that vile Odour emissions from the IPS will persist.

#### **10: Wellington City Council Call Centre:**

On March 2<sup>nd</sup> this year, Mr Martyn Howells lodged a formal complaint of discernible odour *within his home*.

The complaint was accepted by the call centre as a Drainage complaint and directed to a completely different communication ‘loop.’

Standard procedure calls for immediate communication to all parties including the WGRC and Council Officers including the WCC compliance division.

Human error by the call centre operator was the cause of the erroneous communication, which was not the first time.

This is an example of odour being present in the environment yet not accepted as a “confirmed” complaint for the record.

The contractor subsequently does not receive any form of rebuke or warning.

It is worthy of note that maintenance operations were suspended later in the day.

### **11: Enclosure over the Inlet Pump Station:**

No one can deny or prevent essential maintenance from being undertaken.

Any mechanical equipment requires it to be maintained, failure to do so will render it inoperable and useless.

Clearly, it is indisputable that the IPS cannot be rendered inoperable as a result of the lack of maintenance.

This plant therefore must be classified as vital to the public good.

The emission of odour during important and sometimes unplanned maintenance cannot and should not prevent the required work to be completed.

It is the understanding of the CLG that a review of the grease trap collection system is to be carried out sometime in the future.

The renewal of aged infrastructure is a continuing process and will take many years if at all, prior to its eventual replacement as a whole.

In the meantime odour will continue to emit and pollute the local surrounding environment.

The CLG is of the view that an enclosure must be constructed over the entire working area of the IPS now, to permit all maintenance as and when required.

### **12: Funding:**

The CLG is aware that this Draft Annual Plan has been drafted over the past 12 months.

The CLG submission of 2008 in regard to this funding was lodged and in its view should have been approached to participate by WCC.

As a result the CLG has taken this opportunity to seek a positive response for funding to remedy an odour problem that has created an adverse affect on the surrounding sensitive environment and wider community.

It must be clearly understood that odour has impacted on the environment virtually from day one of the operation.

To further compound the issue, a costing of an enclosure has not been undertaken, which, in the view of the CLG is deplorable.

The Council by its lack of action demonstrates that such a structure is not a priority.

The CLG can only express its strongest dissent that its voice has not been heard or acted upon.

Hundreds of meetings over the past 12 years have eventuated, with odour being foremost on the agenda.

The Technical Advisor (Keith Davis) of the CLG, an acknowledged expert with many years of practical experience in the field of wastewater management, has tabled report after report, both to the CLG and the Council and yet the remedy of this persistent problem has not been implemented.

It is inconceivable that funding of an Ultra Violet plant has been given priority at Moa Point to disinfect partially treated sewage in excess of 3000 litres per second that may potentially occur about 4 or 5 times per year.

When average daily flows are approx 800 litres per second through the plant, it proves that priorities are ill conceived.

In recognition of the problem detailed in this submission, the contractor, United Water International provided the CLG with a conceptual drawing of an enclosure in September 2008.

A 'Ball-Park' figure of \$300,000 to \$400,000 was stated as a guide to the cost of the proposal.

The verbal undertaking at that time was that construction would proceed in approx. 12 months.

At the December 2008 meeting of the CLG, 3 months later, the contractor declared that this project would not proceed in the foreseeable future.

In the meantime the Wellington City Council is taking the opportunity not to provide any commitment to such a proposal.

In other words there is an unacceptable 'stalemate' situation in place, where neither party prepared to yield, as funding it seems, is the stumbling block.

When odour is breaching the terms of the District Plan the onus of responsibility and accountability rests firmly in the hands of the Wellington City Council.

The CLG has endured every possible delaying ploy by all parties to avoid expenditure on a project that is essential and crucial.

The CLG's patience has now run out.

As this group is not qualified to provide a costing for such a construction it is unable to formally submit a calculated sum of funding.

It should be noted that in its submission of 2008, the Miramar Golf Club entered a sum of \$800,000.

From tentative discussions with suppliers, the CLG Technical Advisor has estimated \$150,000 for a steel building that would last until a more permanent solution to the present pumping station problems can be found.

We have submitted that a costing should have been undertaken as normal procedure; how else could a request for funding of an enclosure be considered.

To dismiss or approve of such a proposal without all the facts is beyond understanding.

When the Wellington City Council demonstrates an extreme reluctance to proceed with a proposal, finance cannot be a justifiable reason for a lack of action, as a "costing" has not been entered into.

In the view of the CLG as an outside guess it considers that a sum of \$1,000,000 should be set aside until firm offers are received from interested parties.

**Conclusion:**

Can the problems described in this submission be that of a state-of-the-art sewage plant?

The CLG has signalled these problems to the Mayor and Wellington Councillors on several occasions meaning that this submission cannot be denied as an application for funding to remedy a problem that is the making of the Wellington City Council.

The Plant was constructed at Moa Point with a written guarantee that it would be odour free.

The History of odour emissions into the sensitive local surrounding environment has plagued the wider community from the moment commissioning of the plant that commenced in 1997.

The onus of responsibility rests firmly on the Wellington City Council to uphold its District Plan rule as per the Designation, that odour would not be discernible at or beyond the boundary.

Funding for a crucial item of expenditure must be approved to maintain an environment that is not constantly in breach of the Resource Consent that prohibits discernible odour.

Even though a lot of effort has been devoted into securing a permanent remedy of odour emissions, it is the considered opinion of the CLG that further remedies cannot be successfully achieved without the addition of an enclosure over the IPS.

This funding is requested to ensure full compliance to a District Plan Rule.

**We wish to heard in support of this submission and request an allocated time of 30 minutes**

Yours faithfully,

**The Moa Point WasteWater Community Liaison Group**

(Stan Andis; Martyn Howells; Marlene Mulholland; Lawrie Cornish)

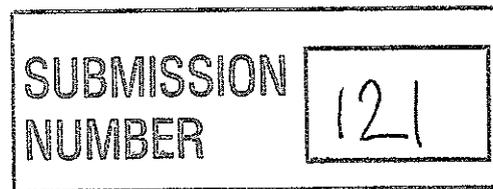
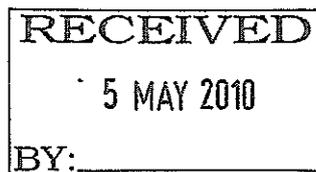
**Contact information:**

Telephone: 388 7450

Email: sandis@paradise.net.nz

**Copies to:** The Chief Executive, Wellington City Council  
Wellington City Council Councillors  
Michael Brownie – Chair of Moa Point CLG meetings

Submission from CAW to Wellington City Council on Draft Annual Plan 2010-2011



**Submission on Wellington City Council Draft Annual Plan  
2010-2011**

**From**

**Cycle Aware Wellington  
A non-profit citizen group**

Contact Information:

Cycle Aware Wellington  
PO Box 11-964  
Wellington  
[www.caw.org.nz](http://www.caw.org.nz)  
email: [info@caw.org.nz](mailto:info@caw.org.nz)  
Phone/fax contact: 02102799624  
Contact person: Nicola Gaston

### **Who is Cycle Aware Wellington?**

We are a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encourage more people to bike more often. We are the local advocacy group for cyclists who use their bikes as a means of transport. Since our inception in 1994, we have worked constructively with Wellington City Council on a wide variety of projects, including

- Bike to Work Day and other cycling promotion events
- Safety and bike skills training for police officers, adults and children
- working with the transport sector to improve safety for cyclists in Wellington City

### **Summary**

Cycle Aware Wellington would like to commend the City Council for recent efforts to improve the situation for cyclists. We note the recent announcement of a clearway to improve safety of commuters along Thorndon Quay, support by the council for the Great Harbour Way, and other encouraging signs of progress.

At the same time, we believe that there is more that can and needs to be done.

### **Mode share**

The targets for 2010/2011 are that “4% of residents use cycles to access the central city on weekdays.” While this is an increase on previous targets, we would like to see this number go higher – the central cbd is compact and flat, and easy to cycle around, including the beautiful waterfront area. There is potential for much greater achievement in this area, in particular if cycling can be better integrated with public transport. We understand there are currently physical limitations on the network, but there is no fundamental reason why cyclists should not be able to use the bus and train network fully and we believe that the council should keep this in sight as a long term target.

### **The Great Harbour Way**

We note that the council has made a number of recent statements in support of the Great Harbour Way. e.g. News release from 23 April:

*Over the next five to seven years, Mayor Prendergast says the Council is also proposing to develop a new shared off-road route from Kaiwharawhara to the city via Aotea and Waterloo quays and the waterfront. The route would ultimately form part of the Great Harbour Way – a planned cycle and walkway around Wellington Harbour.*

We think this is fabulous progress although long overdue!

### **Specific Targets**

1. *70% of cycleway users are satisfied with cycleway maintenance and at least 51% are satisfied with the safety.*
2. *The number of road casualties continues to fall from 2009/10 and previous levels (vehicles, pedestrians, and cyclists).*

We believe that the values in target 1 will be hard to achieve, though improvements to Thorndon Quay should help, commuters from Petone will tend to rate the cycleway on the weakest part of the link (i.e. the Gap.) Consistent standards need to be applied in order to increase overall satisfaction.

A continuing decrease in road casualties is a sensible target, and we hope it continues.

### **Spending**

The proposed funding for cycleway network development is 711k in capital expenditure, 61k operating expenditure. We note that this is a very small amount in comparison to what is spent on the pedestrian network, let alone on vehicles.

### **Vehicle Network**

It is important to note that bicycles are vehicles too. In the 660 km of urban and rural roads that the council maintains, there are numerous hazards for cyclists. In most cases we don't **have** cycleways to get to our destinations, so we are forced to use the roads with the same rights and responsibilities as motorised vehicles. Therefore improvements to the vehicle network, while often primarily designed to benefit motor vehicles, should always take the rights and needs of cyclists in consideration.

Progress has been made with the provision of advance stop boxes at intersections – we would like to see more of these!

Two points that have been made before but remain current:

- Bus drivers need to be educated *and tested* on their ability to drive safely among pedestrian and cyclist traffic. This has become even more of an issue with Bus lanes being used as defacto bike lanes in places.
- Lower speed limits in urban areas will reduce crashes. CAW supports the council's effort to reduce speed limits in Aro Valley and other places! This is the simplest thing that can be done to improve safety on busy roads.

### **Parking**

*Target: 85% of residents are satisfied with the availability of on-street car parking.*

We would urge the council to be careful about targets for parking. These can be in conflict with other, more important targets (such as the safety of cyclists, and a reduction in the mode share of cars) and when there is such a conflict we believe that the availability of parking is a low priority. People do have other options.

### **We support:**

Much of the plan. We like the recognition that "*In most urban areas, building new roads isn't a viable or desirable option*". This is encouraging to see – we need improved (not new!) roads and spaces for all modes of transportation. Additional suggestions include the provision of bike parking in key areas in the CBD, and a network of marked cycle routes – in fact any work to increase the visibility of cycling!

### **We oppose:**

The status quo. We hope that the council puts into action its commitments to Thorndon Quay, Aotea Quay, the Great Harbour Way, the rollout of more low speed limit areas, etc.

Any measure that encourages the use of cars in the limited space we have, such as free or increased parking.

Thank you for the opportunity to provide our opinions and ideas on the 2010/2011 draft annual plan. We would like to present this submission in person.

<b>SUBMISSION NUMBER</b>	14
------------------------------	----

**Submission on Wellington City Council Draft Climate  
Change Action Plan**

**2010-2011**

**From**

**Cycle Aware Wellington  
A non-profit citizen group**

**Contact Information:**

Cycle Aware Wellington  
PO Box 11-964  
Wellington  
www.caw.org.nz  
email: info@caw.org.nz  
Phone/fax contact: 02102799624  
Contact person: Nicola Gaston

### **Who is Cycle Aware Wellington?**

We are a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encourage more people to bike more often. We are the local advocacy group for cyclists who use their bikes as a means of transport. Since our inception in 1994, we have worked constructively with Wellington City Council on a wide variety of projects, including

- Bike to Work Day and other cycling promotion events
- Safety and bike skills training for police officers, adults and children
- working with the transport sector to improve safety for cyclists in Wellington City

### **Summary**

Cycle Aware Wellington would like to commend the City Council on their efforts to acknowledge climate change and the apparent will to take action. A 30% reduction in carbon emissions by 2020 will require something more than a business-as-usual approach, and moving people out of their cars and on to bicycles and public transport is one of the easiest transformational goals for the council to achieve, with suitable targeted investment.

### **Mode share**

17% of residents currently cycle, walk, or run to work. This is great! However, given the compact geography of the Wellington CBD, we believe that these numbers, particularly of cyclists, can be further increased. Provision of bicycle parking, advance stop boxes, and marked cycle lanes are great ways of increasing the visibility of cycling and getting people onto their bikes.

### **Electric Vehicles**

We appreciate the council's commitment to introduce electric vehicles, but would urge you to remember that they are not and will never be a solution to congestion. Bicycles are more fun – and they have well documented health benefits, which easily offset the relatively small cost of providing facilities for cyclists. Just a bit of context – think what you could do for cycling for the cost of a single electric car!

### **The Great Harbour Way**

We note that the council has made a number of recent statements in support of the Great Harbour Way. e.g. News release from 23 April:

*Over the next five to seven years, Mayor Prendergast says the Council is also proposing to develop a new shared off-road route from Kaiwharawhara to the city via Aotea and Waterloo quays and the waterfront. The route would ultimately form part of the Great Harbour Way – a planned cycle and walkway around Wellington Harbour.*

We think this is fabulous progress although long overdue!

### **Emissions**

The Climate Change Action Plan states *“Emissions are created from all forms of land-based transport, including cars, trucks, buses, trains and motorcycles.”*

We would like to gently point out that bicycles are the notable exception.

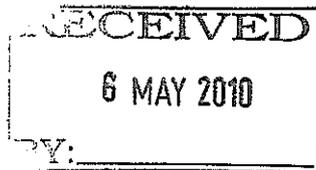
### **We support:**

Much of the plan. *“We are spending \$13 million over the next 10 years on improvements that will make it safer and more enjoyable to walk or cycle.”*  
Great – but remember those big % cuts in emissions you are aiming to make!

### **We oppose:**

The status quo. We hope that the council puts into action its commitments to improve cycling facilities on Thorndon Quay, Aotea Quay, the Great Harbour Way, and the rollout of more low speed limit areas, etc. These all help!  
Any measure that encourages the use of cars in the limited space we have, such as free or increased parking.

Thank you for the opportunity to provide our opinions and ideas on the 2010 draft Climate Change Action plan. We would like to present this submission in person.



**Nicola Old**

---

**From:** collett@xtra.co.nz  
**Sent:** Thursday, 6 May 2010 10:04 a.m.  
**To:** BUS: Annual Plan  
**Subject:** Draft Annual Plan 2010/11-20100506100334

First Name: Michael  
Last Name: Collett  
Street Address: 37 John Sims Drive  
Suburb: Broadmeadows  
City: Wellington  
Phone: 0275959129  
Email: collett@xtra.co.nz

I would like to make an oral submission: Yes

I am making this submission: individual

Social & Recreation: Council have before it a recommendation to increase the funding model for Community Centres. This increase in funding is long overdue and will be welcomed across the whole of the City. Whilst the model has a number of flaws in it and will take time to resolve them properly to the benefit of all I commend to Council that they accept the model in the interim in order that much needed funds by Wellington's Community Centres can be utilised . At the Strategy and Policy meeting of Council in April this year the Committee resolved to put a rider on funding designated for the yet unbuilt Churton Park Community Centre. The resolution was as follows:

\*\$35,713 will be available for Churton Park once the facility is built.

Note: the unallocated \$35,713 will be available for allocation if required across community centres after the Draft Annual Plan consultation on the funding model on community centres is completed.

This resolution opens the funding up for use of other community centres outside the Churton Park area and for activities which may not be in the best interests of Churton Park.

The funding as proposed in the model was in part, future proofing intended Community Centre developments in the coming three years. Had there not been a Churton Park Community Centre Development being progressed then this

funding would not have been allocated.

I submit that the resolution pertaining to Churton Park be amended as follows:

\*\$35,713 will be available for Churton Park once the facility is built.

Note: the unallocated \$35,713 will be available for allocation if required across community centres ' for Churton Park Community Activities and Development' after the Draft Annual Plan consultation on the funding model on community centres is completed.

The proposed amendment protects the intent of the model. It is anticipated that the only Community Centres that will draw on these funds would be Tawa, Johnsonville and Newlands the centres on Churton Park's borders but does not restrict any other Community Centre from carrying out activities or development within Churton Park. If other Community Centres around the city believe that their Council Funding is inadequate there have already been two opportunities open to them and submissions on the Annual Plan are a third. To date only Johnsonville has expressed disquiet over its Council Funding. Should Community Centres around the city require additional funding to the Model for particular projects, provisions already exist within Council funding mechanisms through the contestable grants procedures.

-----



**Fiona Johnson**

---

**From:** collett@xtra.co.nz  
**Sent:** Thursday, 6 May 2010 10:37 a.m.  
**To:** BUS: Community Facilities  
**Subject:** Draft Community Facilities Policy & Implementation Plan

The following details have been submitted from the Draft Community Facilities Policy & Implementation Plan form on the [www.Wellington.govt.nz](http://www.Wellington.govt.nz) website:

First Name: Michael  
Last Name: Collett  
Street Address: 37 John Sims Drive  
Suburb: Broadmeadows  
City: Wellington  
Phone: 0275959129  
Email: collett@xtra.co.nz

I would like to make an oral submission in mid May: Yes

I am making this submission: as an individual

Age: 51 - 65

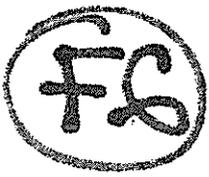
How often do you use our libraries: Other

Other - details: approx 6 times a year

How often do you use our swimming pools: More than once a week

How often do you use a community centre or hall: More than once a week

Tell us what you think about the overall approach we are planning to take in the draft Community Facilities Policy: The Community Facilities review has been a long time coming and has in my view held up Community Development within the City for a long time. Now that it is here I am of the belief that the upgrading of long overdue facilities should happen with haste. I believe that the Northern Suburbs have been for too long overlooked and within the review many facilities are being pushed down the pecking order in favour of more inner city facilities



What do you think about the areas of focus in our strategic priorities? Are these the right ones: As a someone who regularly uses the swimming pool in Johnsonville the upgrading cant come soon enough. There has been little done to this pool since it opened yet the Eastern suburbs and Karori have all had much money spent on their pools and will still take preference this coming funding round. The Johnsonville library still at least three years away from any possible upgrade should be raised up the priority list.

Do you agree with the investment proposals we have identified in our plan? Are there any others you think we should consider: Investment in Community Facilities is I believe a core business of Council and it can be argued that over the years investment has been lacking and that adequate provision for upgrading and future proofing of Council facilities has also been lacking. Where Community Facilities are being proposed eg Community Centres, Sports Pavillions and Council funding is requested it is my view that the Community should take the lead with funding such facilities and Council provide a secondary role. Too often the reverse is the reality with in some cases the Community providing no fiscal input

What do you think of the timing of these investment proposals: Prioritisation is always going to be a subjective arguement and has to be done within funding constraints. As a northern resident I want my facilities done yesterday.

Tell us what you think about limiting public access to some parts of our pools at peak times so we can provide more learn-to-swim classes until the new learners pools are built: As a daily user of the Keith Spry Pool and one who suffers from the unavailability of space for swimming due to learn to swim activities I cannot commend highly enough the need to provide learn to swim pools within the existing pool structures. Whilst I dont like the inconvenience I understand and applaud the need for learn to swim pools across the city. I sympathise with Pool Managers in having to balance the needs of all with the limited facilities available

Whilst I am all in favour of learn to swim programmes for our children, I am not in favour of Council spending Capital monies on providing Learn to Swim facilities within schools. Capital monies should be spent on increasing learn to swim facilities within the existing the Council pool structure.

Several years ago a local charitable trust which I am a member was approached to provide a pool for a local school. This pool would have been available for the public out of school hours. The trust was sympathetic to fund the pool but on seeking how the school was to manage the pool especially with the public involvement out of hours the costs and OSH requirements were too costly for the school to absorb and the project was abandoned. I see similar problems going forward with any public involvement in using school pools.

Any other comments: Council are planning a feasibility study for the integration of The Keith Spry Pool and the Johnsonville Library. Funding of which is being sought in this years Annual Plan. Details of the planned study released to date do not appear to include any possible integration of the Community Centre into

the model nor any link to the proposed new Shopping Mall. If not already in the plans of the study I would like to see them included as part of the formal brief.

-----

Nicola Old

**From:** Brian Hannah  
**Sent:** Thursday, 29 April 2010 2:36 p.m.  
**To:** Baz Kaufman; Josie Askin  
**Subject:** FW: Draft Annual plan 2010 submission..WCC....Newtown Issues thurs 29/4/10. don.mcdonald.

29 APR 2010

---

**From:** Don S. McDonald [mailto:mcdonewt@yahoo.co.nz]  
**Sent:** Thursday, 29 April 2010 1:57 p.m.  
**To:** Ian Hunter; Ttom Law St Jas. NRA  
**Cc:** Don S. 89-6820 McDONald; Brian Hannah; wgtn hsg assocn tenants-what-inc; Angelique Jackson  
**Subject:** Draft Annual plan 2010 submission..WCC....Newtown Issues thurs 29/4/10. don.mcdonald.

thank you Ian IRO very good. 29/4/10.

Draft Annual plan 2010 submission...WCC ...Newtown Issues thurs 29/4/10. don.mcdonald.  
Draft Annual plan 2010 submission.....Newtown Issues thurs 29/4/10. don.mcdonald.

Wellington City council  
individual

DON S McDONALD and Robin Yee. 04/ 389-6820..

I wish to speak to councillors oral presentation.  
Thank you for this opportunity.

walk around 12/4/10.  
also hydrant marked parking spaces john st  
Telecom card phone blown up & removed john st, NEWTOWN 3/4/10.

worthwhile but shows neglect of services every 20 metres.  
times 4 million population NZ.

imagine if a lot of people don't report ! or report only once and nothing gets done.  
NEED TO REVIEW every 4 weeks. GO BACK.  
Enquiry trace forms. NOT AVAILABLE x 2008.

0800 enquiry line cannot remember when get home 9pm.  
499 -4444 just says job completed.//??

IN WHAT WAY? did u confirm there was a fault and what did they do???

IN WHAT WAY? did u confirm there was a fault and what did they do???  
IN WHAT WAY? did u confirm there was a fault and what did they do???  
IN WHAT WAY? did u confirm there was a fault and what did they do???  
IN WHAT WAY? did u confirm there was a fault and what did they do???

same submissions 4 years.\*\*\*\*\*

I COMMEND Issues Resolution Team Ian Hunter for 2010.  
The most useful officer for 4 years. [ only short time so far.]

29/04/2010

roofing decay opposite vtnz adelaide rd diabetes [embassey motors derelict.]  
poo on footpaths. 15 years  
PAY MY LAWYER \$\$ 1125- 1995. tony ellis. Mayor.  
WILDE 5 nights a week. Street Cleansing.  
trespass newtown service centre 2 years.  
IS THAT PROPER CONSULT HOW COUNCIL TREAT GOOD CITIZEN ??/

bnz, aztec, riddiford constable sts. millward lane sp. NEWTOWN WGTN Sth

Smart Newtown cannot take any more computers, already x 10.  
thank you. support free comty computing. KEEP GOOD. trip up, reburished.

economic in community. Computer lab/studio in my own house cost 30,000 \$/per year.  
save the planet, buses.  
and broadband and virus and printout and technical help  
and cars. an important community facility. meeting place.

lloyd kelly jeweller  
afromix inet cafe-- wires hanging down, Cr celia w-b 3 years

dangerous walls photos  
73 rintoul str, sth adjoining alexandra rest home.

100 britomart st brick factory.  
canopy supports S Cube dairy adelaide luxford berhampore

satay malaysia restaurant is bay the parade. xmas 2009.

skeleton paintings. 'odeon is king' 3 locations, riddiford st  
footpaths  
chalk, penis graffiti 5 months, 2009.

webb st deep blue sea, fork hoist on footpath mondays , other days, every day?  
hells pizza webb st, oil dripping on footpath  
driving on footpath.  
John St motors parked on footpath 60 hrs/week 'mr m1n1.' busstop.

dim lamp faRMERS LANE the terrace/lambton quay

uneven surface john st traffic lights  
cannot see bus approach, wgtm hospital bus shelter.

nails on driveway danger mower hanson crt flats. footpath 3 hutchison rd  
overhanging branch 3 hutchison

toilets  
water interrupt hand basin, toilet paper quality and supply, contract does not require?  
locks faulty.  
geof his son and son friend  
locked in toilet shorland park island bay.

more toilets please capital times, colour pic 8/7/2009 don.mcdonald

bunnings site. 10x paintings stolen damage remove.  
pics nathan wellyword The WGtonian ?? 16-23/12/2009.

pathway not cleared litter once a year.  
3 hutchison rd, bus shelter, wgtm indoor sports ltd WISL.

skylight appears missing, Hanson ct WCC Housing,3 sisters. Pic from WGTN Hospital.

waitangi park  
drinking fountain gallery bridge, installed incorrectly.

te papa parking pay machine.  
trip on sharp tin can, pipe pole sawn off.

traffic lights bus riddiford rt into adelaide road. short phase.

this list is just 10 minutes spur of moment.

PHOTOS PHOTOS

how did your photo lessons improving? PLEASE.

THANK YOU

yours sincerely,

Don S. McDonald ... please 2 repeat two sentences for query or explanation/  
and Robin Yee.

<http://www.facebook.com/mcdoNewt>, lower case, caution account logout

-T. +64 \*\*\* (4) 389-6820. call ID/ mind, Newtown pg\*\*256.\*\*  
Flat 63/3 Hutchison Rd, Wellington 6021 v/ New Zealand.  
E. mcdoNewt@yahoo.co.nz (U Mt 2 Gd, BumpRe Harvest,)  
\*\* I lost and got back a TX/ pxt mob amen 027-784-.900..

.. 95% Valid issues FIXIT? CLOSEUP i/view 27/6/05

<http://tvnz.co.nz/search/?q=picky%20mcdonald&submit=Search>

.....Go Bus! Grab oppoort'y park car. planet coming to a Red Trfc Stop crash- 27/4/10. NZST  
[ click.]

home page : <http://www.gadot.wellington.net.nz/darksky/pe.htm>

--- On **Wed, 28/4/10, Ian Hunter** <[Ian.Hunter@wcc.govt.nz](mailto:Ian.Hunter@wcc.govt.nz)> wrote:

From: Ian Hunter <[Ian.Hunter@wcc.govt.nz](mailto:Ian.Hunter@wcc.govt.nz)>  
Subject: Newtown Issues  
To: "'Don S. McDonald'" <[mcdonewt@yahoo.co.nz](mailto:mcdonewt@yahoo.co.nz)>  
Received: Wednesday, 28 April, 2010, 8:57 AM

Hi Don,

Following our recent visit to Newtown I have raised the following jobs. Their confirm numbers are attached for your reference.

- P15 sign outside Lloyds Bank on Riddiford Street is twisted around the pole and difficult to read. - 1832233
- Loose wires coming from box on wall next to ASB cash machine on Riddiford Street. -

29/04/2010

1832236

- A bollard at the road side (next to children's play area) at junction of Constable St/Riddiford Street has been hit by a vehicle. Also the bollard on the pedestrian island at this junction looks as though it has been clipped and may now be a trip hazard. These may have been reported by someone else so it might be worth checking before logging any job. - 1832241
- Power pole at top of pedestrian walk way between Millward Lane/Riddiford St has large cables hanging from the side of it that need tightening up. - 1832251 (passed to Dianne from WE, 'unique ID': 4293)
- Fence rail that runs from Hutchinson Road up behind the first of the Three Sisters Housing Block (City Housing - Hanson Court Complex) is loose at one end. This is a footpath access to the rear of the Three Sisters Blocks. - 1832254

I have also spoken to the Parking Services Team regarding the parking on footpaths in the area.

Regards,

Ian.

Ian Hunter  
Issues Resolution Officer  
Issues Resolution Office  
Council Offices, 101 Wakefield Street  
PO Box 2199, Wellington 6140, New Zealand  
Ph 64-4-803 8315  
Fax 64-4-801 3048  
E-mail [ian.hunter@wcc.govt.nz](mailto:ian.hunter@wcc.govt.nz) Internet [www.wellington.govt.nz](http://www.wellington.govt.nz)

SUBMISSION  
NUMBER

035

**Nicola Old**

---

**From:** email@ljmbrown.net.nz  
**Sent:** Tuesday, 27 April 2010 5:53 p.m.  
**To:** BUS: Annual Plan  
**Subject:** Draft Annual Plan 2010/11-20100427055233

28 APR 2010

First Name: Les

Last Name: Brown

Street Address: 241 Thorndon Quay

Suburb: Thorndon

City: Wellington

Phone: 4736335

Email: email@ljmbrown.net.nz

I would like to make an oral submission: Yes

I am making this submission: organisation

Organisation Name: Nancys Embroidery Shop

Type of organisation: Business

Economic Development: 3.1

SUPPORT: funding for Positively Wellington Tourism

SUPPORT: operating an events development fund

Transport: 7.2

SUGGEST: the Waterloo Quay upgrade be followed promptly by a project to provide a waterfront commuter cycle route from/to the north of the CBD

SUPPORT: introduction of new bus shelters

7.3

SUPPORT: Parking Advisory Signs

SUGGEST: that in future years the performance reporting for on-street car park turnover, compliance, and occupancy be reported separately for long stay/commuter type parks (perhaps splitting 10 hour meters from coupon parking) and short stay/shopper type parking of 2 hours or similar

RECEIVED  
- 7 MAY 2010  
BY: \_\_\_\_\_

SUBMISSION NUMBER 142

**Your details**

Mr / Mrs / Ms / Miss / Dr (circle which applies)

First name(s) MICHAEL  
Last name GROSS AS CHAIRMAN  
Street address c/- PO Box 1 WELLINGTON  
Phone 04 931 9971 (Brian Roberts - Regional Manager)  
Email b.roberts@aa.co.nz

I am writing this submission as:  an individual  on behalf of an organisation

If an organisation, which one? NEW ZEALAND AUTOMOBILE ASSOCIATION INC

Type of organisation:  business  community  other

Do you wish to speak to a panel of Councillors in support of your submission?  yes  no

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

**Your comments**

(use more pages if needed)

See attached.



THE NEW ZEALAND  
AUTOMOBILE  
ASSOCIATION  
INCORPORATED

342-352 Lambton Quay  
Wellington 6011  
PO Box 1  
Wellington 6140

T. +64 4 931 9999  
F. +64 4 931 9960

Draft Annual Plan  
Wellington City Council  
P O Box 2199  
Wellington  
7 May 2010

## Draft Annual Plan 2010/11 Vulnerable Road Users

This submission is made by The New Zealand Automobile Association's Wellington District Council. The Council represents the interests of the Association's 160,000 members in the Wellington District.

Our submission focuses on Vulnerable Road Users in Wellington City who account for 40 per cent of all deaths from road accidents and 28 per cent of all serious road injuries. Vulnerable road users are defined as those who have little physical protection from injury in an accident ie pedestrians, cyclists and motorcyclists.

These sobering statistics come from the recently released "briefing notes road safety issues- Wellington City" issued by NZ Transport Agency. A copy of these notes is enclosed.

In 2008 there were a total of 670 casualties from road accidents in Wellington City. This total is 65% higher than the period 2003-2005 and is considered unacceptably high by the Automobile Association.

As vulnerable road users feature so prominently in the road trauma statistics for Wellington City we consider that Wellington City Council needs to allocate significant resources and funds in its annual planning to reduce the high number of injury accidents.

As a first step we suggest that Wellington City aim to reduce by 50% the accidents at the 6 most dangerous intersections for pedestrians within the next 3 years. A similar target could be set for the streets that are most dangerous for cyclists and motorcyclists.

Our representative on the WCC Safe and Sustainable Transport Reference Group, Mr Alex Gray, will also progress this initiative at a more detailed level with this group. However, to make significant reductions in road accidents will require commitment from the whole Council which is why we make this submission to the Draft Annual Plan.

The Automobile Association wishes to present our submission orally to the Council.

Yours sincerely

Michael Gross  
Wellington District Chairman  
NZ Automobile Association Inc





# briefing notes road safety issues

## Wellington City

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Wellington City. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the city. More detailed information may be obtained from either Wellington City Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

The issues chosen for this report are drawn from the most common crash types, those that appear over represented when Wellington City is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in Wellington City for 2008.

### Major road safety issues

#### Wellington City

Crossing/turning

Loss of control

Vulnerable road users:  
pedestrians, cyclists and motorcyclists

Rear-end/obstruction

Alcohol

#### National issues

Speed

Alcohol

Failure to give way

Restraints

### 2008 road trauma

#### Casualties Wellington City

Deaths	6
Serious injuries	93
Minor injuries	571
Total casualties	670

#### Crashes Wellington City

Fatal crashes	5
Serious injury crashes	86
Minor injury crashes	463
Non-injury crashes	1463

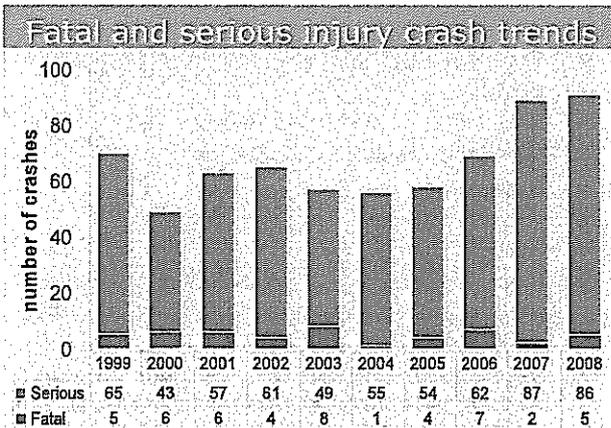
## Overview 2008

In 2008 in Wellington City there were 554 injury crashes and 1463 non-injury crashes reported by the New Zealand Police. Twenty-three percent of the total injury crashes in the city were on state highways. The table below shows the number of injuries resulting from these crashes.

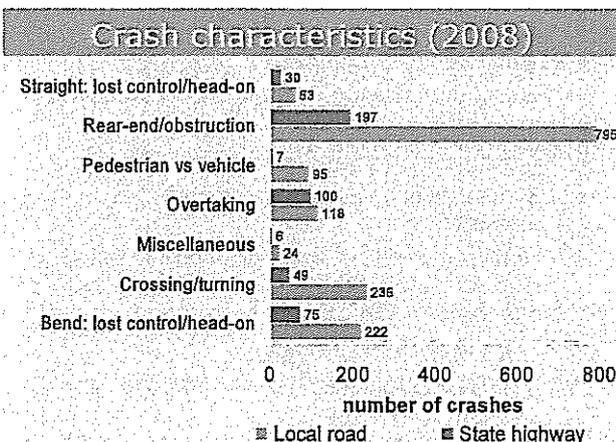
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
<b>Total</b>	<b>6</b>	<b>93</b>	<b>571</b>	<b>670</b>
Local roads vs State highways				
Local roads	2	78	411	491
State highways	4	15	160	179
Rural vs urban roads				
Rural <sup>1</sup>	3	10	99	112
Urban	3	83	472	558

Note: 1. Rural - area with a speed limit of 80km/h or more

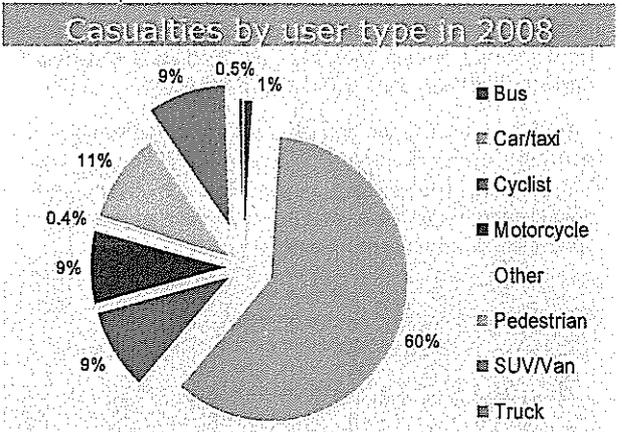
The latest five year trend shows a significant increase in the total number of fatal and serious injury crashes. Last year the total number of these crashes was the highest for the last ten years.



The main type of crash (of all crashes in the city, both injury and non-injury combined) in 2008 was *rear-end/obstruction* followed by *lost control/head-on at bend* and *crossing/turning* crash movement types.



The majority of casualties in 2008 were drivers and passengers of cars. Meanwhile, vulnerable road users (pedestrians/cyclists/motorcyclists) constituted 29 percent of all casualties.



Further information about all crashes in 2008 on:

### Local roads

- Worst day of week: Friday (17 percent)
- Wet road crashes: 21 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 11 percent
- Too fast for conditions (injury crashes): 11 percent
- Crashes at intersections: 39 percent
- Road factors: 5 percent
- At fault male driver (injury crashes): 64 percent
- At fault driver held full NZ licence (injury crashes): 55 percent

### State highways

- Worst month: May (10 percent)
- Worst day of week: Thursday (18 percent)
- Wet road crashes: 36 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 13 percent
- Too fast for conditions (injury crashes): 23 percent
- Crashes at intersections: 36 percent
- Road factors: 8 percent
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes): 65 percent

## Social cost of crashes

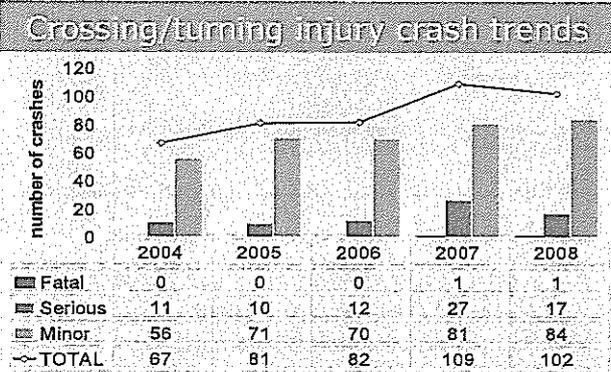
Local roads	\$ 113.63M
State highways	\$ 41.45M
<b>Total</b>	<b>\$ 155.08M</b>

NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

## Crossing/turning

During the most recent five year period (2004-2008) in Wellington City, 16 percent of all injury crashes involved either a crossing or turning movement. These crashes resulted in 2 deaths, 84 serious injuries and 443 minor injuries.

The latest five year trends show an increase in the number of total injury crashes involving a crossing/turning movement, even though there was a significant reduction in the number of serious injury crashes last year compared to 2007.



During the last five year period 2004-2008, there were 1236 crashes at intersections; 90 percent recorded failing to give way or stop as a factor. There were 249 crossing/turning crashes at driveway junctions.

The table below shows the location of intersections with a high number of crashes.

Intersection name	Total crashes 2004 - 2008	Injury crashes 2004 - 2008	Total crashes in 2008
Courtenay Place / Taranaki St	41	14	7
Riddiford Street / John Street	35	11	10
Courtenay Place / Tory St	27	10	6
Customhouse Quay / Hunter Street	22	10	5
Ghuznee Street / Victoria Street	32	9	7
Bowen Street / Lambton Quay	21	8	6
Featherston Street / Whitmore Street	19	8	6
Crawford Road / Wellington Road	15	6	5

Most, (70 percent) of at fault drivers held a full NZ drivers' licence in these crossing/turning injury crashes.

Failing to give way or stop is recorded as a factor in a quarter (23 percent) of all injury crashes in Wellington City during the last five year period.

Junction type	Rural	Urban
T-junction	6	510
Driveways	0	249
Crossroad	11	456
Y-junction	12	76
Roundabout	0	115
Multi-junction	0	14
Unknown	0	12

The table above shows the number of these crashes by junction types and locations as urban or rural roads. Crossing/turning crashes at T-junctions and crossroads were the most common in urban areas, while Y-junctions and crossroads account for most in rural limits.

The most common crash movement is a vehicle turning right from a side road or driveway being hit from the right by a vehicle travelling straight through (27 percent). Almost as common is a vehicle turns right across oncoming traffic being hit by an oncoming vehicle (26 percent).

Further information about all crossing/turning crashes in Wellington City 2004-2008 on:

### Local roads

- 47 serious injuries and 370 minor injuries
- Worst month: June and July (117 crashes each)
- Worst day of week: Wednesday (217 crashes)
- Wet road crashes: 21 percent
- Night time crashes: 28 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: failed to give way/stop (90 percent) followed by poor observation (60 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 59 percent
- At fault driver held full NZ licence (injury crashes): 73 percent

### State highways

- 2 deaths, 12 serious injuries and 73 minor injuries
- Worst month: October (27 crashes)
- Worst day of week: Friday (45 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 45 percent
- Alcohol over limit (injury crashes): 8 percent
- Most common injury crash factors: failed to give way/stop (91 percent) followed by poor observation (34 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 57 percent
- At fault driver held full NZ licence (injury crashes): 52 percent

## Loss of control

During the most recent five year period (2004-2008) 24 percent all injury crashes in Wellington City occurred due to loss of control. These crashes resulted in 8 deaths, 107 serious injuries and 575 minor injuries. There were a further 1380 non-injury crashes reported involving loss of control.

The latest five year trends show the total number of injury crashes to be increasing, with fatal, serious and minor injury crashes all steadily increasing in number.



Most (73%) loss of control crashes occurred at bends. These involved a driver losing control of their vehicle, then commonly running off the road or 46 percent of these colliding with another vehicle.

The following table shows a breakdown of the general environ of all loss of control crashes (1911 crashes) in Wellington City 2004-2008.

Number of crashes	Local urban	Local rural	SH urban	SH rural
At bends	1033	32	122	277
Straight road	290	6	31	119

The three most common roadside hazards struck in loss of control crashes were *parked vehicle* (19 percent) followed by *guard rail* (15 percent) and *fence* (12 percent). In total 1879 reported objects were struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows the main characteristics of loss of control crashes. Alcohol was a contributing factor in a quarter (25 percent), a third (33 percent) occurred in wet conditions, similarly a third (35 percent) recorded too fast for conditions and half (49 percent) were during hours of darkness, twilight and night time.

### Main characteristics of loss of control

Crash characteristic	Percentage of crashes
Single vehicle	54%
Alcohol (injury crashes)	25%
Too fast for the conditions (injury crashes)	35%
Road factors	15%
Poor handling (injury crashes)	39%
Urban road	77%
Wet road	33%
Night time	49%

Further information about all loss of control crashes in Wellington City 2004-2008 on:

#### Local roads

- 5 deaths, 75 serious injuries and 357 minor injuries
- Worst month: December (130 crashes)
- Worst days of week: Friday (249 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 50 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: too fast (39 percent) and poor handling (37 percent)
- Road factors: 12 percent
- At fault male driver (injury crashes): 72 percent
- At fault driver held full NZ licence (injury crashes): 47 percent
- Most common at fault drivers' age group (injury crashes): 15 to 29 years old (48 percent)

#### State highways

- 3 deaths, 32 serious injuries and 218 minor injuries
- Worst month: October (68 crashes)
- Worst day of week: Saturday (97 crashes)
- Wet road crashes: 51 percent
- Night time crashes: 49 percent
- Alcohol over limit (injury crashes): 21 percent
- Most common injury crash factors: poor handling (42 percent) followed by too fast (28 percent)
- Road factors: 23 percent
- At fault male driver (injury crashes): 63 percent
- At fault driver held full NZ licence (injury crashes): 55 percent

## Vulnerable road users

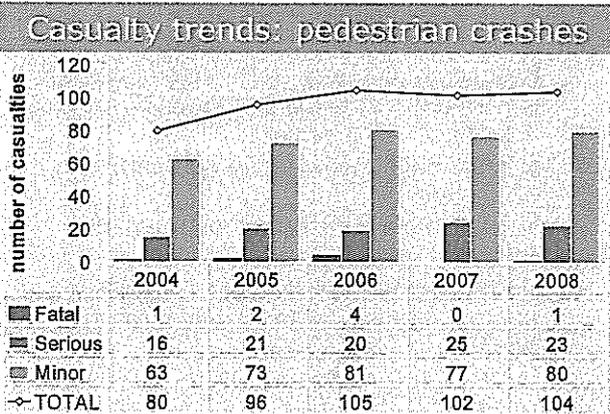
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In Wellington City, vulnerable road users were involved in forty-three percent of all injury crashes over the last five years (2004-2008), accounting for almost half (47 percent) of all casualties; 60 percent of all deaths and 64 percent of all serious injuries in the city for this period.

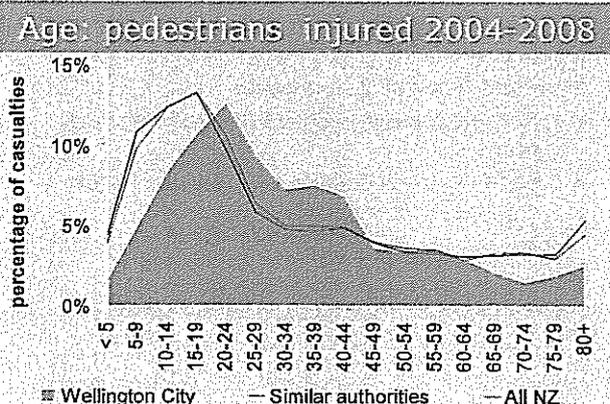
## Pedestrians

Injury crashes involving pedestrians in Wellington City accounted for 21 percent of all injury crashes during the last five year period. These pedestrian crashes resulted in 8 deaths, 105 serious injuries and 374 minor injuries. In terms of casualties pedestrians made up 40 percent of all deaths and 28 percent of all serious injuries 2004-2008.

The latest five year trends show an increase in the total number of casualties in crashes involving pedestrians, although there has been little change in numbers over the last three years.



Forty-five percent of pedestrians injured were in the 20-44 year age group. The high proportion of pedestrians injured being in this age group is significant, making the average age of injured pedestrians higher in Wellington City than in similar authorities and all NZ. A quarter (26 percent) of pedestrians injured during the last five years were under 20 years of age.



Nearly all pedestrian crashes occurred on urban roads (99 percent). Slightly less than half were at intersections (47 percent). Seventy percent took place during the hours of daylight.

The following were the most commonly reported pedestrian factors involved in these pedestrian crashes:

- 43 percent involved pedestrians crossing roads heedless of traffic
- 15 percent involved pedestrians crossing roads not complying with a traffic signal
- 11 percent involved pedestrians stepping out from behind parked cars
- 11 percent involved pedestrians who were visibly intoxicated

Fifteen percent of pedestrian injury crashes record that the driver failed to give way to a pedestrian using a crossing point on the roadway, either at a zebra crossing or when turning at traffic lights.

Pedestrian crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations 2004-2008 are shown in the table below.

Location	Number of pedestrians injured
Taranaki St / Courtenay Pl	17
Willis St / Willeston St	11
Ghuznee St / Cuba St	10
Kent Tce / Majoribanks St	9
Willis St / Manners St	7

Further information regarding pedestrian injury crashes in Wellington City 2004-2008 on:

### Local roads

- 5 deaths, 98 serious injuries and 351 minor injuries
- Worst month: August (54 crashes)
- Worst day of week: Friday (95 crashes)
- Wet road crashes: 19 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 12 percent
- Crashes at intersection: 47 percent
- Pedestrian factors contributing to crashes: 74 percent

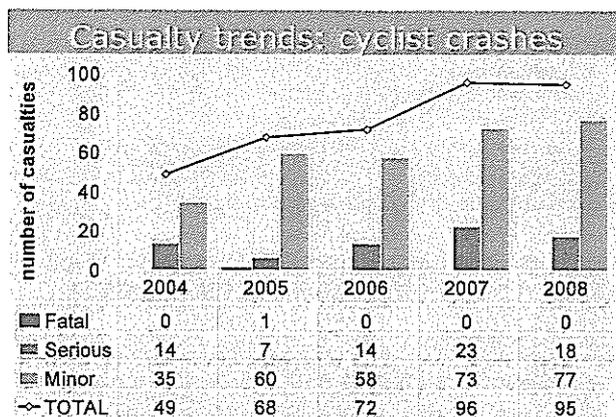
### State highways

- 3 deaths, 7 serious injuries and 23 minor injuries
- Worst months: March, July and October (5 crashes each)
- Worst day of week: Tuesday (8 crashes)
- Wet road crashes: 12 percent
- Night time crashes: 33 percent
- Alcohol over limit (injury crashes): 17 percent
- Crashes at intersection: 52 percent
- Pedestrian factors contributing to crashes: 83 percent

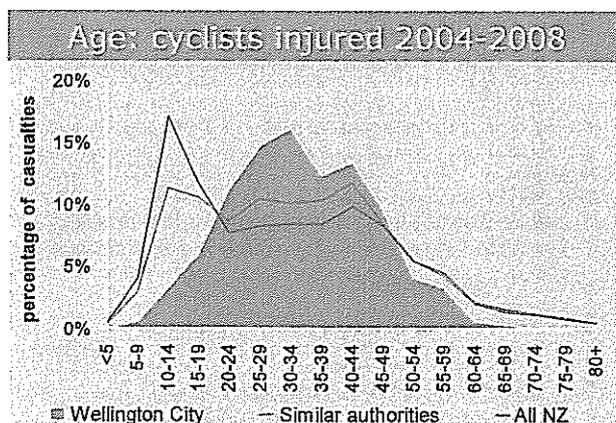
## Cyclists

Injury crashes involving cyclists in Wellington City accounted for 16 percent of all injury crashes during the last 5 year period, resulting in 1 death, 76 serious injuries and 303 minor injuries.

The latest five year trends show an increase in the total number of casualties involving cyclists, particularly the number sustaining minor injuries.



Injured cyclists are not spread evenly across all age groups. Significantly higher than similar authorities, in Wellington City 2004-2008 we find that nearly a third were in the age group 25-34 years (31 percent). The age profile of those cyclists injured in Wellington City is skewed to the age group, 20-49 years (77 percent). Meanwhile young cyclists aged under 20 years account for only 10 percent of those injured. This pattern is quite different from the national and similar authorities' age distributions.



The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in Wellington City 2004-2008 were:

- a vehicle or cyclist turning right across an on-coming vehicle: 16 percent
- a parked car opening its door: 11 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 9 percent

Ninety percent of cyclist crashes occurred on local roads in urban areas. Almost half of the cycling crashes occurred at intersections (47 percent) and most during the daylight hours (83 percent).

At fault drivers in these crashes were mostly male (70 percent), with a skew in the age distribution to group 30-49 years for both sexes of at fault drivers (46 percent). While most at fault drivers held a full drivers licence (72 percent), with 13 percent held a learner or restricted licence or were never licensed.

Cyclist crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations/routes 2004-2008 are shown in the table below.

Location / route	Number of Cyclist injury crashes
Thorndon Quay	26
Hutt Road	21
Oriental Parade	19
Aotea - Waterloo - Customhouse - Jervois Quays	14
Adelaide Road	13

Further information regarding crashes involving cyclists in Wellington City 2004-2008 on:

### Local roads

- 1 death, 67 serious injuries and 277 minor injuries
- Worst month: March (52 crashes)
- Worst day of week: Tuesday (74 crashes)
- Most common injury crash factors: poor observation (59 percent) followed by failed to give way/stop (41 percent)
- Wet road crashes: 11 percent
- Night time crashes: 18 percent
- Alcohol over limit (injury crashes): 1 percent
- Crashes at intersection: 47 percent
- Male cyclist injured: (77 percent)

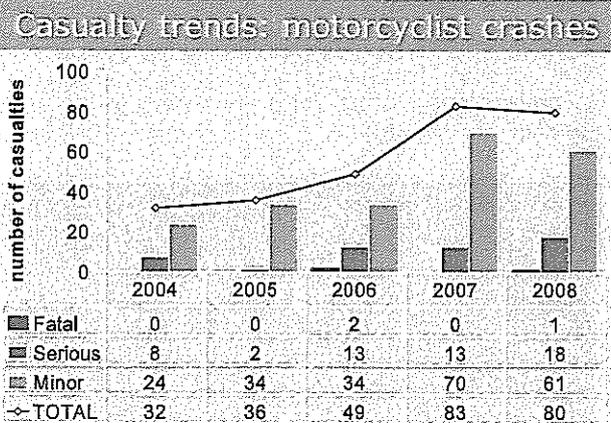
### State highways

- 9 serious injuries and 26 minor injuries
- Worst month: January (7 crashes)
- Worst day of week: Wednesday (9 crashes)
- Most common injury crash factors: poor observation (48 percent) followed by failed to give way/stop (33 percent)
- Wet road crashes: 10 percent
- Night time crashes: 20 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 58 percent
- Male cyclist injured: (80 percent)

## Motorcyclists

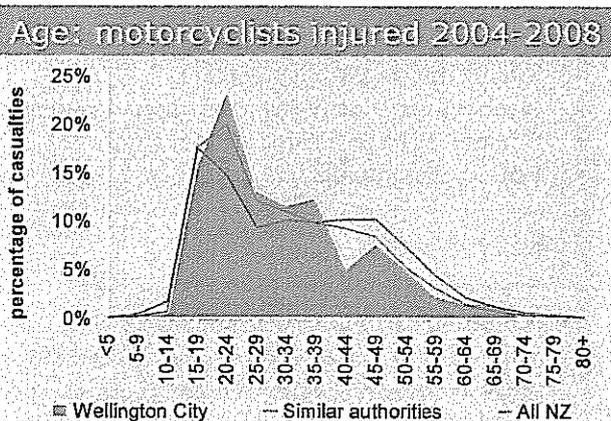
Injury crashes involving motorcyclists represented 12 percent of all injury crashes in Wellington City during the last five year period, resulting in 3 deaths, 54 serious injuries and 223 minor injuries.

The latest five year trends show an increase in the total number of casualties involved in motorcyclist crashes, particularly the number sustaining serious injuries.



Most motorcycling crashes happened on local urban roads (79 percent). Forty-five percent of crashes involving motorcyclists happened at intersections. Only fifteen percent are reported as single party motorcycle crashes.

Those injured motorcyclists were not spread evenly across all age distributions, as shown in the chart below. Young motorcyclists in the age group 15-24 years were the most commonly injured (39 percent).



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Wellington City 2004-2008 were:

- loss of control: 16 percent
- a vehicle turning right across an oncoming vehicle: 13 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 13 percent

The high crash locations/routes for motorcycle crashes in the city 2004-2008 are shown in the following table.

Location / route	Number of motorcyclist crashes
SH 1N urban road	37
SH 1N open road	25
Adelaide Road	19
Hutt Road	10
SH 2	9
Riddiford Street	9
Taranaki Street	7
Thorndon Quay	7
Aotea - Waterloo - Customhouse - Jervois Quays	7

Further information regarding crashes involving motorcyclists in Wellington City 2004-2008 on:

### Local roads

- 45 serious injuries and 175 minor injuries
- Worst month: September (35 crashes)
- Worst day of week: Friday (54 crashes)
- Most common injury crash factors:
  - failed to give way, and
  - did not look behind when changing lanes or position/direction
- Wet road crashes: 16 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 45 percent
- Male motorcyclist injured: (80 percent)

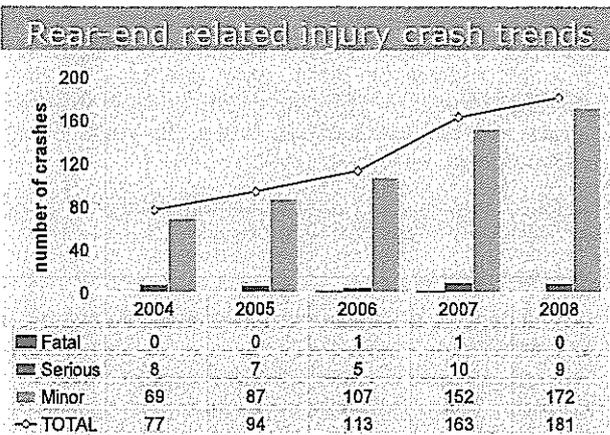
### State highways

- 3 deaths, 9 serious injuries and 48 minor injuries
- Worst months: November (13 crashes)
- Worst day of week: Friday (16 crashes)
- Most common injury crash factors:
  - did not look behind when changing lanes or position/direction, and following too closely
- Wet road crashes: 25 percent
- Night time crashes: 24 percent
- Alcohol over limit (injury crashes): 7 percent
- Crashes at intersection: 41 percent
- Male motorcyclist injured: (83 percent)

## Rear-end/obstruction

During the most recent five year period (2004-2008) 28 percent of all injury crashes in Wellington City were rear-end and/or obstruction on the roadway crashes. These crashes resulted in 2 deaths, 40 serious injuries and 739 minor injuries. There were a further 3568 non-injury crashes reported.

The latest five year trends show an increase in the total number of injury crashes involving rear-end/obstruction type movements. These types of crashes result in mainly minor injury or in most cases no injury at all.



The main crash scenarios for injury crashes of this type in Wellington City 2004-2008 were:

- collision with the end of a queue of traffic: 32 percent
- collision with a vehicle ahead slowing or stopped for a pedestrian, cross traffic or signals: 15 percent
- collision with a U-turning vehicle: 9 percent
- collision with a parked vehicle on the roadside: 8 percent
- collision with the open door of a parked vehicle: 7 percent
- collision with a slower vehicle ahead: 5 percent
- Collision with a vehicle that is completing a parking manoeuvre: 4 percent
- collision with a vehicle waiting on roadway to make a right turn: 3 percent
- collision with an obstruction, workman's vehicle or broken down vehicle on the roadway: 2 percent

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation, which includes drivers failing to notice other traffic in front slowing, has increased in recent years (63 percent of rear-end injury crashes). Unsafe following distances are also increasingly being reported as a contributing factor in these types of crashes (23 percent).

Rear-end/obstruction crashes were more commonly a route rather than a site-specific problem and were distributed along the routes associated with the main traffic flow around the city.

Further information about all rear-end/obstruction crashes in Wellington City 2004-2008 on:

### Local roads

- 33 serious injuries and 479 minor injuries
- Worst month: March (308 crashes)
- Worst day of week: Friday (554 crashes)
- Wet road crashes: 16 percent
- Night time crashes: 27 percent
- Crashes at intersection: 27 percent
- Road factors: 3 percent
- Alcohol over limit (injury crashes): 4 percent
- Most common injury crash factors: poor observation (68 percent) followed by incorrect lane position (24 percent)
- At fault male driver (injury crashes): 65 percent
- At fault driver held full NZ licence (injury crashes): 66 percent

### State highways

- 2 deaths, 7 serious injuries and 260 minor injuries
- Worst months: July (98 crashes)
- Worst day of week: Wednesday (178 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 26 percent
- Crashes at intersection: 27 percent
- Road factors: 7 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: poor observation (53 percent) followed by incorrect lane position (48 percent)
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 74 percent

## Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in similar crashes.

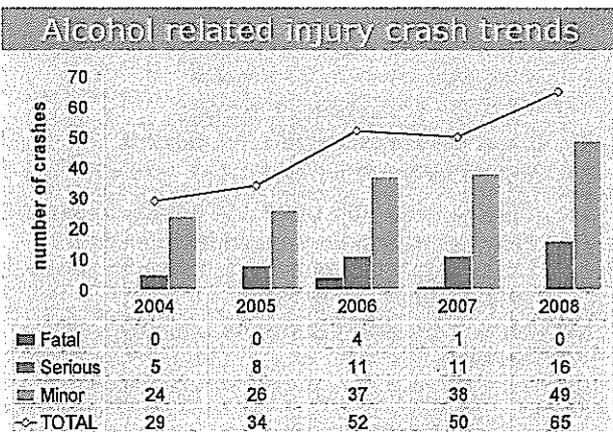
During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

### Wellington City

During the last five year period (2004-2008) 10 percent of all injury crashes in Wellington City were alcohol-related. Although lower than the latest five year average for similar authorities (14 percent), the trend is increasing. Last year 12 percent of all injury crashes in the city recorded alcohol as a contributing factor.

There were 230 injury and 424 non-injury crashes reported in the last five years. These crashes have resulted in 5 deaths, 58 serious and 240 minor injuries.

The latest five year trends show an increasing trend in the total number of alcohol-related injury crashes in the city.



Most (88 percent) of the alcohol-related crashes occurred in urban areas. Forty-one percent of these crashes involved *loss of control at bend* types of crash movement. Thirty-five percent of the crashes occurred at intersections.

Seventy-nine percent of the crashes occurred during the hours of darkness. Sixty percent of these crashes occurred at the weekend (6 pm Friday to 6 am Monday).

A third (33 percent) of the at fault drivers involved in these crashes (2004-2008) held either a learner or restricted licence. A further 11 percent were disqualified or never held a drivers' licence. Just over a third (36 percent) of the at fault drivers were male drivers holding a full licence.

Pedestrians were involved in 9 percent of all alcohol related crashes in the city during the last five years and are recorded as a factor in 22 percent of alcohol related injury crashes 2004-2008.

### Alcohol and speed

Alcohol combined with speed was a factor in 30 percent of the 230 alcohol related injury crashes in the city 2004-2008, resulting in 2 deaths, 23 serious injuries and 73 minor injuries. Speed itself has been a factor in 13 percent of all injury crashes in the city in the last five years.

Eighty-three percent of the crashes where alcohol and speed were both contributing factors occurred on local roads mostly in dark conditions (84 percent). Three quarters (74 percent) of these were loss of control at bend type crashes. Similarly three quarters of the at fault drivers in these injury crashes were males under 30 years of age (77 percent).

Further information about alcohol related crashes in Wellington City 2004-2008 on:

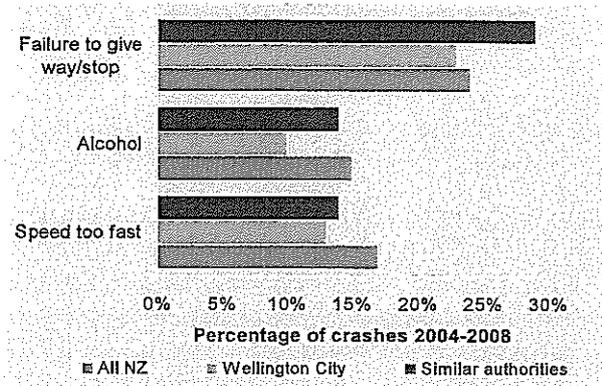
### Local roads

- 2 deaths, 47 serious injuries and 172 minor injuries
- Worst month: October (50 crashes)
- Worst day of week: Saturday (138 crashes)
- Wet road crashes: 22 percent
- Night time crashes: 80 percent
- Intersection: 37 percent
- Most common injury crash factors: too fast (28 percent) followed by poor handling (17 percent)
- Road factors: 2 percent
- At fault male driver (injury crashes): 81 percent
- At fault driver held full NZ licence (injury crashes): 42 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

### State highways

- 3 deaths, 11 serious injuries and 68 minor injuries
- Worst months: October (16 crashes)
- Worst days of week: Sunday (37 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 74 percent
- Intersection: 31 percent
- Excessive speed: 35 percent
- Most common injury crash factors: poor handling (25 percent) followed by poor observation (18 percent each)
- Road factors: 2 percent
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

## National issues



### Speed

Speed too fast was recorded in 13 percent of injury crashes in Wellington City in the last five years, resulting in 8 deaths and 408 injuries. Speed as a factor in crashes is becoming significantly more common.

Fifty-eight percent of speed-related injury crashes were *lost control/head-on at bend*. *Alcohol* and *poor handling* were the driver factors most often associated with speed. Over half (56 percent) of at fault drivers were aged under 25 years of age, and 80 percent of all those at fault were male.

### Alcohol

In Wellington City, alcohol was recorded in 10 percent of injury crashes in the city in the last five years, resulting in 5 deaths and 297 injuries. Although lower compared to similar authorities, alcohol as a factor in crashes is becoming significantly more common.

Most (86 percent) of alcohol-related crashes were in urban areas. Fifty-seven percent of these involved *lost control/head-on crashes*. *Speed too fast*, *pedestrian factors* and *poor handling* were often associated with *alcohol*. Those aged under 25 year old constitute nearly half (44 percent) of those drivers at fault, while most (76 percent) were male.

### Failure to give way

In Wellington City, *failure to give way or stop* was a factor in 23 percent of all injury crashes during the last five year period, resulting in 3 deaths and 600 other injuries. Most (78 percent) of these were during *crossing/turning manoeuvres* and often associated with *failure to look* for other parties.

### Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint use rate in Wellington City for front seat and rear seat are 98 and 76 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

## Contacts

### NZ Transport Agency

Wellington Regional Office

PSIS House, L9  
20 Ballance Street  
PO Box 5084  
Wellington 6145

Tel 64 4 894 5200

Fax 64 4 894 3305

<http://www.nzta.govt.nz>

Wellington Regional Director

Deborah Hume (04 894 6417)

Programmes & Funding Manager

Peter Hookham (04 894 5249)

Senior Programmes Advisor (Engineering)

Eddie Anand (04 931 8920)

Senior Programmes Advisor (Education)

Roy Hitchcock (04 931 8910)

Highways & Network Operations (Safety Manager)

Fabian Marsh (04 894 5222)

Performance Measurement Manager

Balt Gregorius (04 894 6156)

Senior Engineer (Performance Information - CAS)

James King (04 931 8917)

### Wellington City Council

101 Wakefield Street  
PO Box 2199 Wellington

Transport Safety Manager

Paul Barker (04 803 8043)

Road Safety Coordinator

Michelle Stevenson (04 803 8635)

### New Zealand Police

Road Policing Manager

Wellington Central  
PO Box 693, Wellington

Tel 04 381 2000

RECEIVED  
3 MAY 2010  
BY:

SUBMISSION NUMBER  
Page 1 of 3  
097

Nicola Old

From: Richard Cassidy [rcassidy@qsi-consulting.com]  
Sent: Monday, 3 May 2010 10:43 a.m.  
To: BUS: Annual Plan  
Subject: Submission on Draft Annual Plan 2010

**Submission on Draft Annual Plan 2010**

Dear Sir/Madam,

I wish to make a submission on the Draft Annual Plan for 2010.

I recently received a WCC newsletter in my letterbox detailing the Dec 09 WCC decisions for (amongst other changes) a new off-leash dog exercise area at Worser Bay. This is excellent news and reflects community need and activity. The newsletter invited submissions and response as part of the Draft Annual plan by 10 May 2010 - hence this submission.

I was surprised and disappointed in the newsletter to see that the Hector St south beach area was not included as the WCC had intended. The WCC had proposed this in the early submission documents as well as the proposed final document and it had been widely supported in the consultation process. The understanding in the local community is that an 11th hour or other submission from the Port Nicholson Settlement Trust stopped this area being used as an off-leash exercise area for dogs. The reasons for this are unknown.

My submission is that the WCC recognized the need for an off-leash exercise area for dogs in the vicinity of Hector St South and also in the Worser Bay area in order to meet the needs of animals (off-leash exercising), of residents and in recognition of actual activity. The new areas proposed were a vast improvement on the inadequate areas gazetted in the last community consultation process (Awa St - too small and slopes towards the road; Little Karaka Bay beach - way too small; Tarakena Bay reserve - constantly has warning signs up for 'do not exercise your dog - possum bait etc laid or other poisons sprayed). The proposal put forward by the WCC for consultation in 2009 was sensible and managed the needs of beach-goers and dog owners as well as allowing those without cars easy access to local off-leash areas - an important consideration for pensioners and one-car families as well as environmentally sensible.

Given that the Hector St South proposal was withdrawn at the 11th hour for unknown reasons, I believe that the WCC should consider a replacement off-leash area in order to meet its original intent. My

proposal is that Seatoun beach be selected, whether in a time restricted manner to Worser Bay beach, or in a manner similar to Lyall Bay beach where dog owners get access to half the beach. This seems to me to be a fair substitute for what the WCC had proposed for Hector St South and had been well supported by all members of the community.

I would also like to make comment on what I see as unintended but visible negative results in the local Seatoun community as a result of the WCC decisions of the last few years to restrict dog access from Seatoun beach. I have been running, walking and exercising dogs in Seatoun since 1989. Seatoun Beach is a windswept rugged piece of coastline that often gets good crowds in summer when the weather is right. Quite rightly, dog access should be restricted when lots of people are at the beach picnicking (summer and daylight hours and clement weather). The other 80% of the time, the one constant on the beach had been the dog-walkers, come rain, hail or shine. ON any given morning there would be 10-50 dog walkers out over a period of time raving the elements to give their animals some decent exercise off the leash - chasing balls and sticks and swimming, etc. Pensioners in particular were out there letting their dogs run around as they could not longer actively exercise their animals through running or other. All these people stopped to chat to each other - a cheery good morning, a caring how are you to other dog walkers and to other hardy souls/fools enjoying the bracing conditions ..... people who might not normally meet each other or speak to each other were doing so through a communal activity on the beach. Visible community effects were pensioners and younger people engaging, a sense of community spirit, engagement, etc etc - all positive things. The dog walkers were constantly picking up bottles discarded by beachgoers and drunks and reporting the latest graffiti attack to WCC for action.

None of this occurs now - Seatoun Beach is virtually deserted most of the time. The dog-owners have been forced to go elsewhere to walk their dogs off-leash in order for their dogs to get some decent exercise. Have other users sprung forward now that off-leash dogs are banned from the beach? No. Graffiti has sprung up along the beach walls - this was rarely there before. I don't know where the pensioners who walked their dogs off-leash before have gone - one doesn't see them any more. And what have we gained - have we retained a pristine area of coastline so that beachgoers are unaffected by dogs? Are more people flocking to the beach? No. Seatoun Beach remains a windswept, barren and unused place most of the time but now without the rich tapestry of people (and their dogs) out exercising and bringing it to life. The real effect is the removal of a small piece of local community activity, meeting and bonding. As I said earlier, I have been running, walking a exercising dogs in these areas since 1989 and the effect is visible. (The dog walking area at Lyall Bay on the other hand is completely the opposite - it is a vibrant gathering point for dog owners and their dogs with lots of

interaction between people - it's just a pity that most of them drive to get there as the beach areas in their locales have been denied to them for off-leash exercise areas).

My submission to the WCC is that Seatoun Beach in some shape or form replace the original WCC Hector St South intention for increased off-leash dog access. My proposal is to treat Seatoun Beach in the same manner as either Worser Bay or Lyall Bay beaches. I hope that the WCC supports this and we see some vibrancy back on Seatoun Beach.

I would be happy to present on my submission to the sub-committee of councilors as advised on your website.

Yours sincerely

Richard Cassidy

9 Hector Street, Seatoun, Wellington

021 915005