
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

SUPPLEMENTARY AGENDA

Time: 9:30 am
Date: Thursday, 23 November 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business	Page No.
2. Policy	
2.2 Scope of the Parking Policy Review	
This report is no longer required for this meeting.	
3. Operational	3
3.7 Unbudgeted Expenditure - Circa Ground Lease Asbestos Remediation	3
Portfolio Leader: Councillor Foster	
3.8 Miramar Ave Cycleway Traffic Improvements (Phase 1)	7
Portfolio Leader: Councillor Free	

3. Operational

UNBUDGETED EXPENDITURE - CIRCA GROUND LEASE ASBESTOS REMEDIATION

Purpose

1. This report requests Council to approve unbudgeted expenditure on remediating asbestos contaminated land under the Circa Building.

Summary

2. Asbestos contamination of the land under Circa was identified during a building upgrade.
3. Council is responsible for remediating this contamination
4. These costs are unbugetted.
5. Approval to fund these costs is sought. Council officers will work with Circa to complete the work and minimise the cost to Council.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the cost of removing the Asbestos is unbudgeted.
3. Agree to approve up to \$200,000 of additional capital costs in the Waterfront Renewals activity which will be mitigated by savings from within the overall capex budget.

Background

6. Circa have a ground lease with Wellington Waterfront Ltd for the Circa Theatre Building at the Taranaki Street site. As a significant cultural amenity for the city the ground lease generates no income for Council.
7. Circa have been raising funds for nearly a decade to improve the theatre facilities to better cater for theatre goers. In particular, the planned project will increase the size and presentation of the foyer by removing the toilet block from this area, and creating a new toilet block on the east side of the building.
8. As Circa own the building, they undertook this project directly with Tracer Construction. Council was not a party to the contract. The contract had a clause that tagged out working with asbestos.
9. Part way through the contract asbestos contamination of the ground under the building was confirmed. The occupied space of the building was tested and no trace of asbestos contamination found.

Discussion

10. Council's legal advice confirmed that under Asbestos Guidelines (published on the Worksafe New Zealand website), it is prudent that Council assume a direct role and attend to the required asbestos remedial works.
11. Council have proposed that Circa vary their contract with the contractor to cover the remediation works, and Council reimburses Circa for these costs.
12. An asbestos management plan will be put in place by Council to control future access to the underfloor area of this building.
13. The exact cost of the remediation is uncertain, but expected to be in the range of \$180k - \$200k. The costs are high due to the cramped conditions in the underfloor area, and the need to work around the continuing activities of the theatre.
14. Discovery of asbestos contamination was unexpected on this site. Council has many ground leases where asbestos contamination may be possible.

Options

15. The improvements at Circa were planned so as to maintain a full schedule of performances at the theatre. Every option considered to reduce the cost to Council would have meant cancelling performances that would have a significant impact on this important cultural institution. Extra support has been necessary to maintain both the schedule and the facilities reputation.

Next Actions

16. Council officers will work with Circa to remediate the contamination in a fully compliant manner and minimise both the cost to Council and disruption to theatre activities.

Attachments

Nil

Author	Allan Brown, Waterfront Operations Manager
Authoriser	Adam Howard-Brumby, Team Lead Analysis & Reporting Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Nil

Treaty of Waitangi considerations

There are no Treaty considerations.

Financial implications

Unbudgetted costs of \$180k - \$200k in the 2017-18 year.

Policy and legislative implications

Nil

Risks / legal

Nil

Climate Change impact and considerations

Nil

Communications Plan

Nil

Health and Safety Impact considered

Council officers have reviewed the Hazard Management Plan for the remediation works. Council is engaging independent advisors to monitor the contractors performance, and ensure that asbestos contaminants are not spread into the theatre.

MIRAMAR AVE CYCLEWAY TRAFFIC IMPROVEMENTS (PHASE 1)

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. The proposal for cycle path and associated parking and bus stop changes is being recommended for approval, as advertised.
3. The proposed traffic resolution was advertised on 4 September 2017.
4. During the public feedback period for the proposal in September 2017, officers received 160 submissions of which there was 58% of people who supported the proposed changes.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to proceed with the cycleway project and associated parking and bus stop changes on Miramar Ave between Shelly Bay Road and Tauhinu Road.
3. Note that replacing the Miramar Ave/Tauhinu Road/Portsmouth Road roundabout with traffic signals is ultimately required for both the safety of people walking and people on bikes but that this will be further explored during phase two of the project.
4. Agree that the installation of new traffic signals at the intersection of Miramar Ave and Shelly Bay Road as part of the Shelly Bay redevelopment be undertaken as part of the works required for the cycleway.
5. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 noting that Tauhinu Road has been removed as indicated.

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 19 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 10 metres.
Miramar Avenue	Bus Stop, at all times	South side, commencing 14 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 12 metres.

Maupuia Road	Bus Stop, at all times	West side, commencing 6 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 12 metres.
Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres east of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Miramar Avenue	Bus Stop, at all times	North side, commencing 20.5 metres east of its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 15 metres.
Miramar Avenue	Bus Stop, at all times	South side, commencing 20 metres west of its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 15 metres.
Maupuia Road	Bus Stop, at all times	West side, commencing 18 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 16 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 11 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 31 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 6 metres.
Maupuia Road	No Stopping, at all times	West side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 29.5 metres.

Maupuia Road	Bus Stop, at all times	East side, commencing 47 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 12 metres.
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Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule		
Miramar Avenue	No Stopping, at all times	North side, commencing from its intersection with Maupuia Road and extending in an easterly direction following the northern kerb line for 20.5 metres.
Miramar Avenue	No Stopping, at all times	North side, commencing from its intersection with Tauhinu Road and extending in a westerly direction following the northern kerb line for 19.5 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line for 20 metres.
Miramar Avenue	No Stopping, at all times	South side, commencing 35 metres from its intersection with Portsmouth Road and extending in a westerly direction following the southern kerb line to its intersection with Cobham Drive.
Tauhinu Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 16 metres.
Maupuia Road	No Stopping, at all times	East side, commencing from its intersection with Miramar Avenue and extending in a northerly direction following the eastern kerb line for 47 metres.
Maupuia Road	No Stopping, at all times	West side, commencing at its intersection with Miramar Avenue and extending in a northerly direction following the western kerb line for 18 metres.
Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule		
Miramar Avenue	Cycle path (Two-way)	Westbound and Eastbound, north side, between Tauhinu Road and Shelly Bay Road.

Background

5. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long Term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.

Discussion

6. The Council has been working with Enterprise Miramar Peninsula since 2016 on ways of improving Miramar Avenue as part of furthering economic development for Miramar. Their working group held a series of workshops to identify the issues and come up with a short list of options for discussion with the wider community. After the review and approval of the final four options (A, B, C and D), their working group agreed that the development of Miramar Avenue should be staged. Phase 1 focuses on the section between Shelly Bay Road and Tauhinu Road. It proposes an off-road bike path on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road, and installing traffic signals at the Tauhinu Road/Miramar Avenue intersection with provision for people on bikes to cross. Concepts for phase 2 (between Tauhinu Road and Park Road) have been developed but require further consideration.
7. This report seeks approval to add an off-road two-way cycle path on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road, and to relocate the existing bus stops in this section of road.
8. Below is a list of changes being proposed:
- A 3.0m wide off-road two-way cycle path to be installed on the northern side of Miramar Avenue between Shelly Bay Road and Tauhinu Road.
 - A 2.0m wide footpath to be installed on both sides of Miramar Avenue between Shelly Bay Road and Tauhinu Road.
 - The two bus stops between Maupuia Road and Tauhinu Road will be modified to allow traffic signals to be installed at the Miramar Avenue/Tauhinu Road intersection.
 - The existing northbound bus stop at the bottom of Maupuia Road will be relocated further north past the proposed pedestrian and cycle crossing facilities.
 - The existing “No Stopping At All Times” (NSAAT) no parking lines on the eastern side of Maupuia Road will be extended from the Miramar Avenue intersection to the existing southbound bus stop. This will enable the safe operation of the relocated northbound bus stop.
 - 5 metres of “No Stopping At All Times” (NSAAT) no parking lines will be installed on the eastern side of Tauhinu Road to allow the signalisation of the Miramar Avenue/ Tauhinu Road intersection.
 - There are no car parking spaces on Miramar Avenue between Shelly Bay Road and Portsmouth Road and there will continue to be no car parking spaces.

Consultation

9. During the public feedback period for the proposal in September 2017, officers received 160 submissions of which there was 58% of people who supported the proposed changes.

10. Appended to this report are a fuller quantitative summary report and a brief qualitative report. All submissions have been reproduced in full and have been made available to committee members and are available to the public via the Councils website.
11. The following is a summary of submissions:
 - 65% of people support moving the bus stops on Miramar Ave and Maupuia road;
 - 70% of people support separating the walking and biking paths on the Maupuia side of Miramar Ave;
 - 78% of people support the proposed landscaping along this section of Miramar Ave;
 - Only 39% of people support changing the intersection of Miramar Ave and Tauhinu from a roundabout to traffic lights;
 - 67% of people support the speed limit from 50km/h to 30km/h on Miramar Ave between Maupuia Road and Tauhinu Road;
 - 53% of people consider it important or very important to make changes to this road;

Recommendations

12. The project received good support with the exception of replacing the roundabout at Tauhinu Road with traffic signals.
13. The intersection with Tauhinu Road performs poorly for both capacity and safety.
14. In the morning peak the local road of Tauhinu Road gets priority at the roundabout over the principal road of Miramar Avenue, this imbalance is leading to many drivers choosing to “rat run” through the local streets between Park Road and Tauhinu Road to avoid congestion on Miramar Ave.
15. While roundabouts are generally considered safe they can have more crashes but due to the low speeds they tend to be non-injury crashes with the exception of those on foot or bike as even at a low speed these can cause injuries to these vulnerable road users.
16. The roundabout at Tauhinu Road is one of Wellington’s worst performing intersections for reported crashes involving a person on a bike. In the last five years (2012-2016) a total of 16 crashes, 2 serious, 5 minor injury and 9 non-injury have been reported. Seven of the crashes involved a person on a bike, 1 serious, 4 minor injury and 2 non-injury crashes.
17. Replacing the roundabout with traffic signals would improve both the traffic and road safety performance of the intersection.
18. Clearly the community value the roundabout, and appear to be unaware of how poor it performs and how much better a signal controlled intersection could be in this situation. However, given the low community support for its replacement without further engagement, it is recommended to leave it as it is for now and consult again as part of the second stage of the cycleway and town centre upgrade.
19. As part of the Shelly Bay redevelopment the road connecting it with Miramar Ave is to be upgraded and the intersection with Miramar Ave signalised. The design of the traffic signals will be undertaken as part of the design for this cycleway improvement project to provide for good safe connections across Shelly Bay Road for both people on bikes and foot.

20. During consultation we heard from a number of submitters that spoke of their current difficulties in getting out of Maupia Road and that the project would make it worse by removing the median merge lane and installing traffic islands with planting. Officers have also met with representatives of the Heavy Haulage Association and they expressed concern about islands in this area as they regularly move over dimension loads through the cutting. It is recommended that the central median remain to accommodate right turns out of Maupia Road and for right turns into Shelly Bay Road.

Next Actions

21. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of February 2018. These key activities include:
- Undertaking a concept stage safety audit
 - Undertaking detailed design and preparing construction drawings
 - Carrying out a design stage safety audit
 - Developing and rolling out a communications plan
 - Engaging a contractor from our panel of contractors to undertake the work
22. Officers will continue to work closely with Enterprise Miramar Peninsular given their strong interest to see this project go ahead and to provide the gateway to the Town Centre.

Attachments

- Attachment 1. Miramar Ave - Phase 1 - Plans Page 14
Attachment 2. Miramar Ave - Consultation results Page 15

Author	Paul Barker, Planning Manager, Network Improvement
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy. The traffic signals at Shelly Bay Road and Miramar Avenue are part of the Shelly Bay redevelopment and will be funded from that project budget.

Policy and legislative implications

This is consistent with the Cycling Policy

Risks / legal

Risk are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

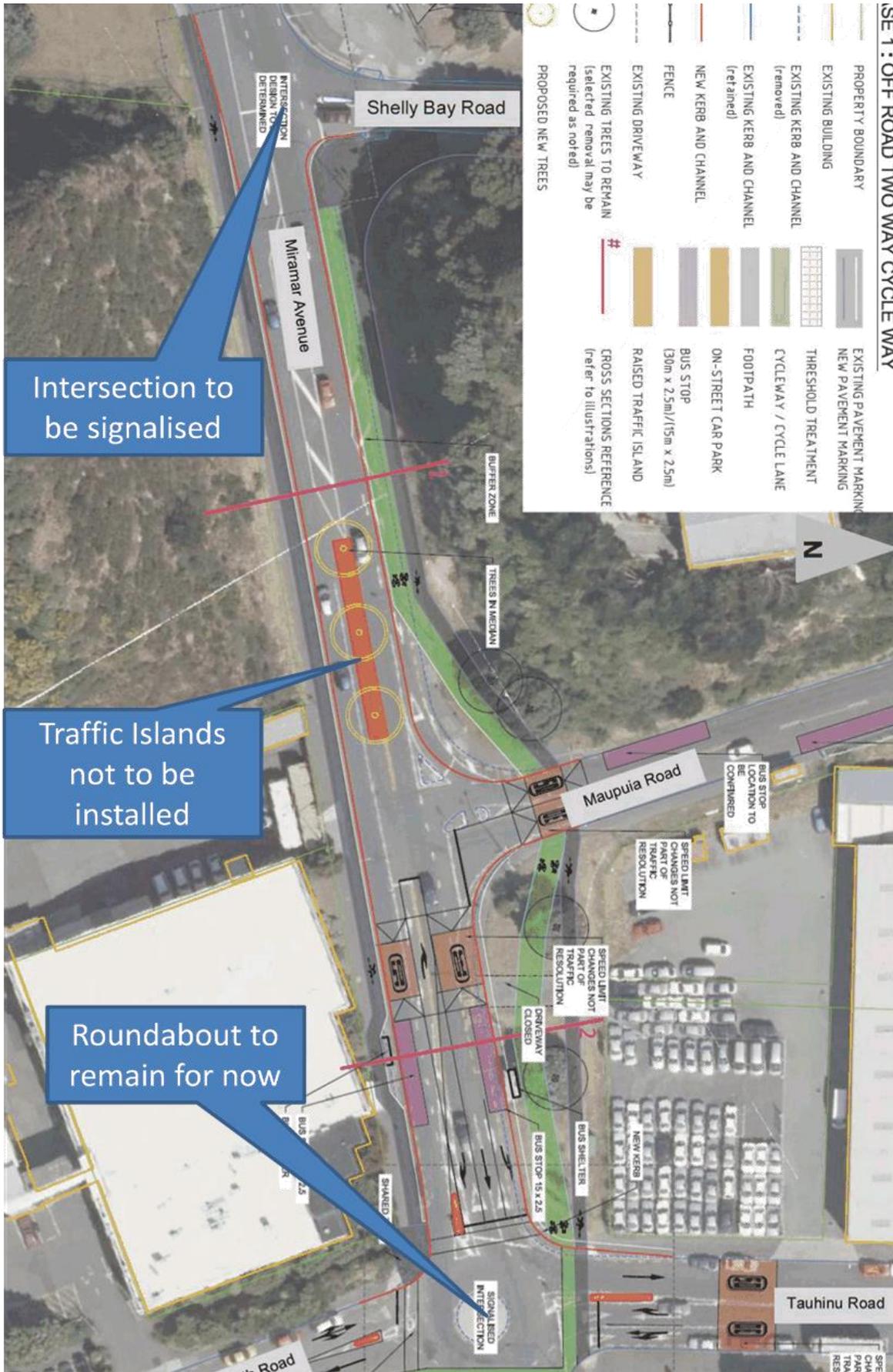
Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.

Item 3.8 Attachment 1





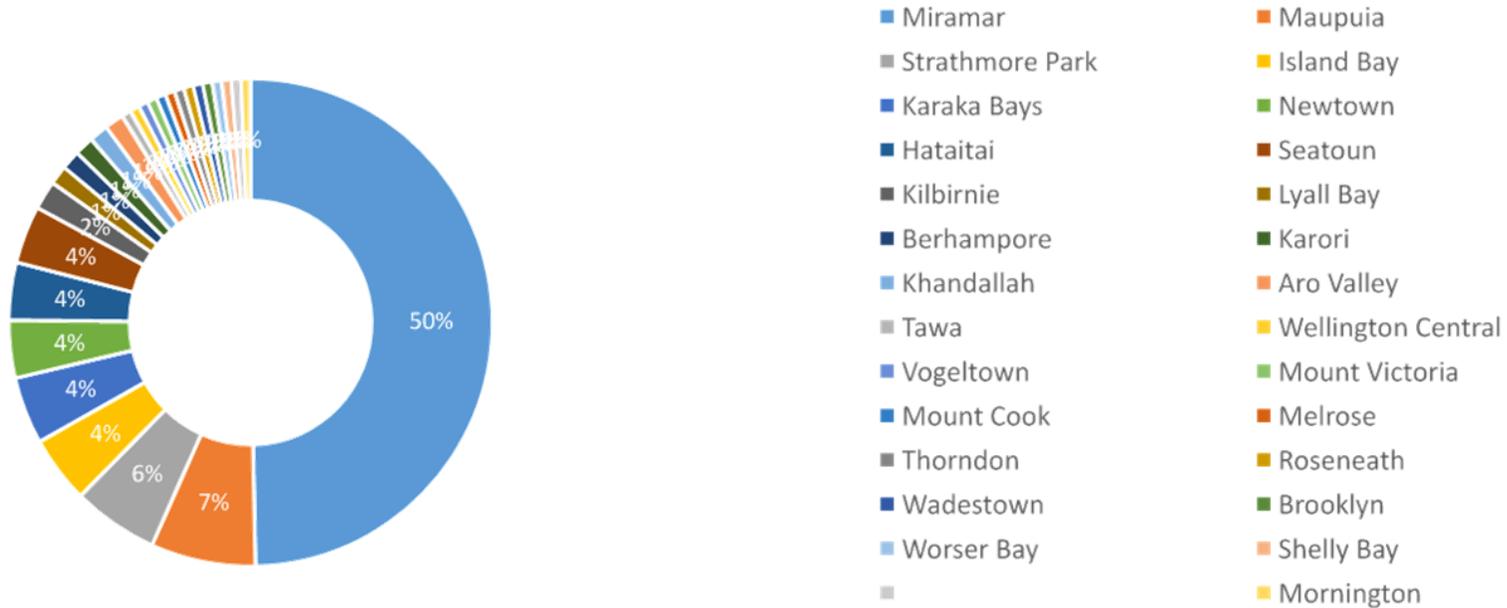
Miramar Avenue Phase 1 Consultation Preliminary Results - 160 submissions

Wellington City Council

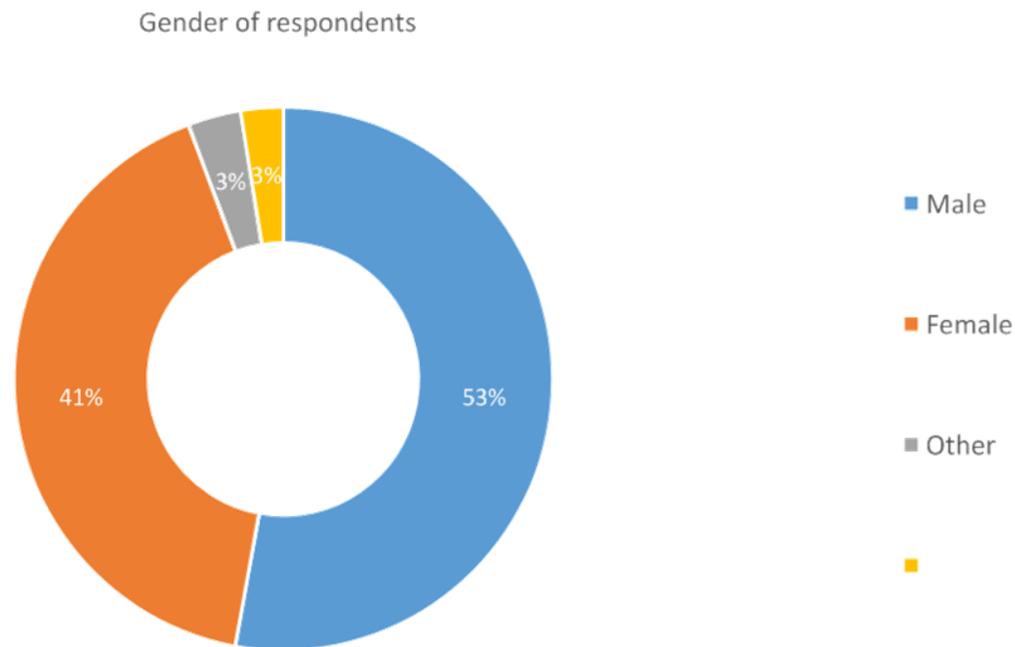
9 October 2017

50% of the respondents were from Miramar

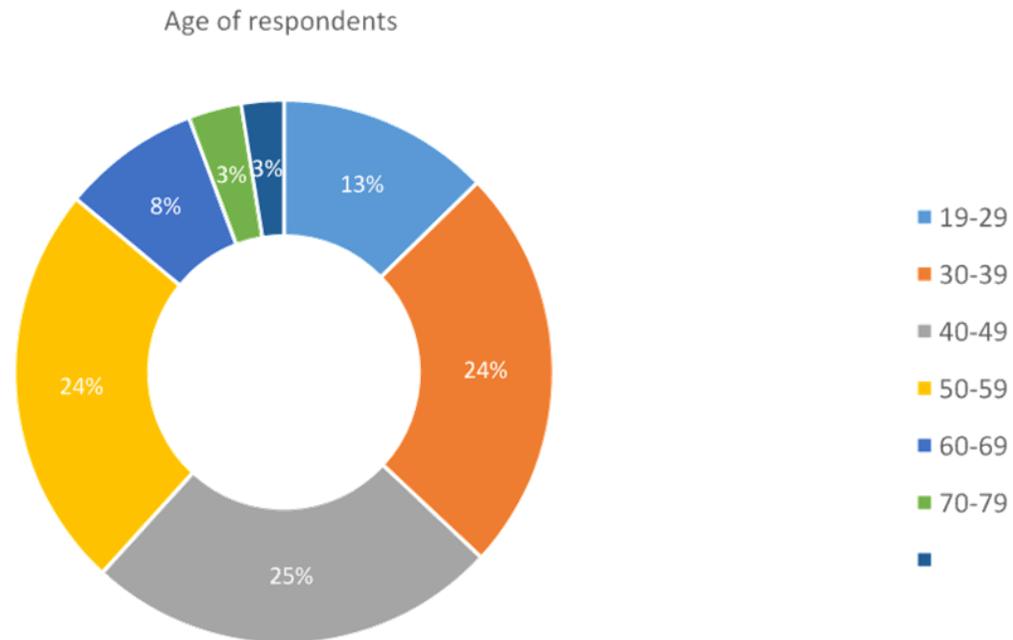
What suburb do you live in?



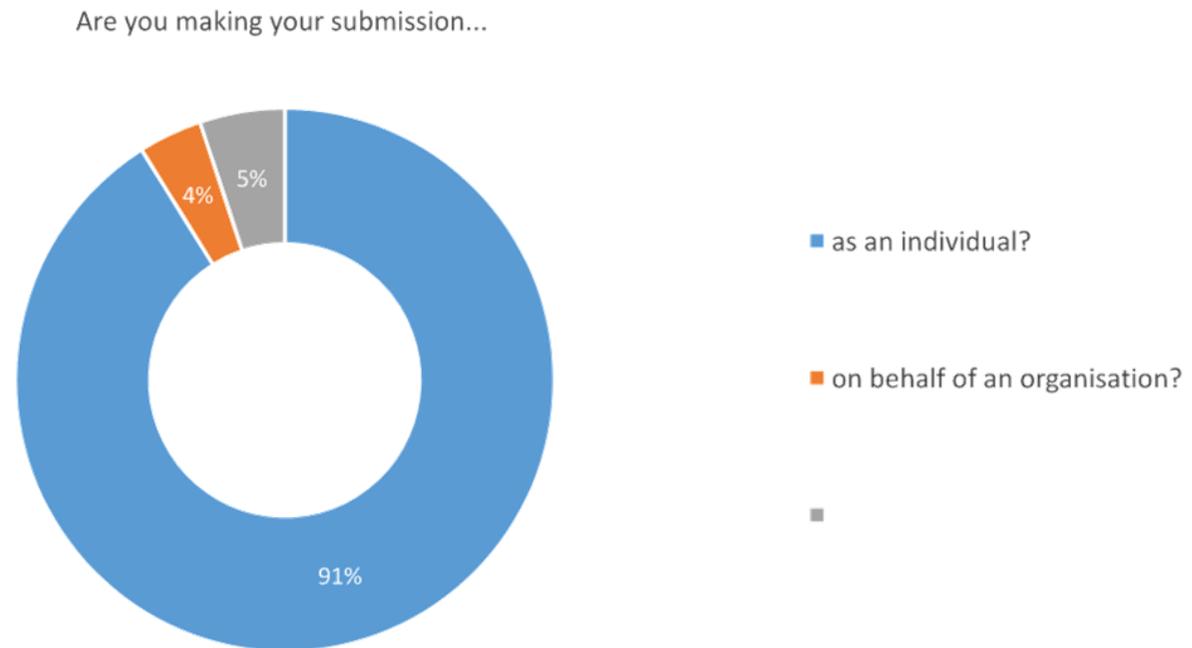
53% of the respondents identified as male
41% of the respondents identified as female



73% of respondents were between 30 and 59
People in their 30s, 40s and 50s were equally represented

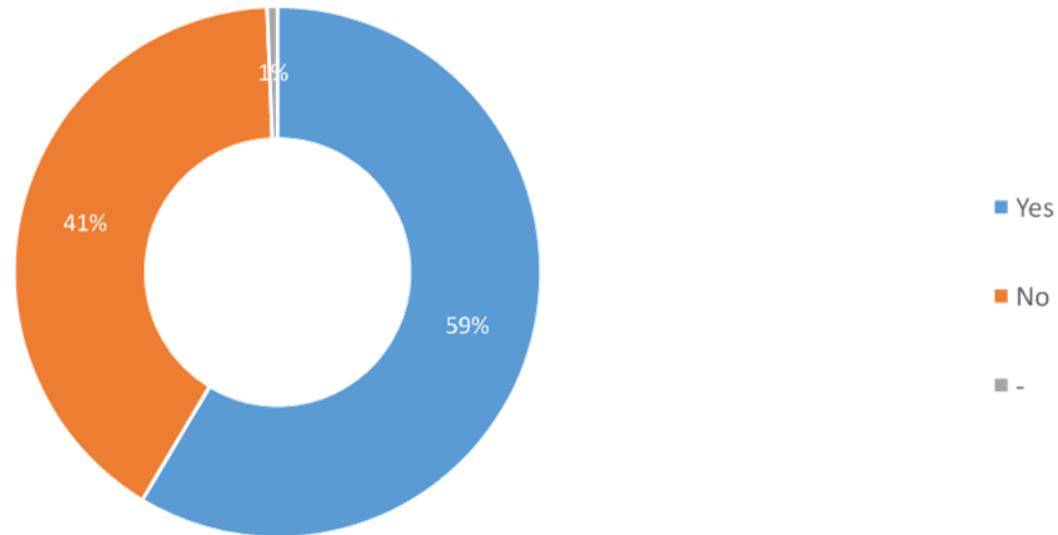


91% of the feedback was from individuals



59% of people want to be informed of an opportunity to talk to councillors

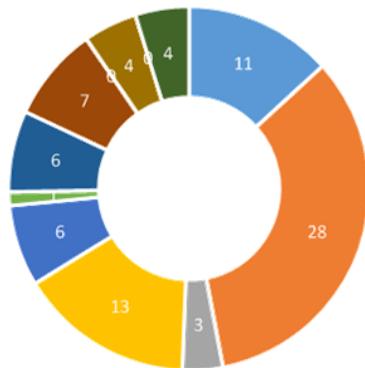
Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



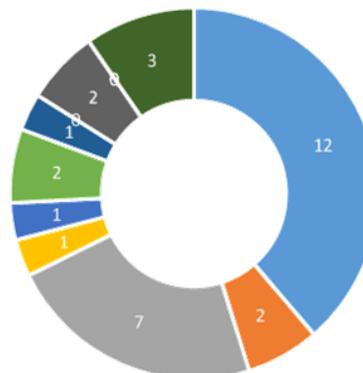
58% of people supported the proposed changes
29% of people did not support the proposed changes



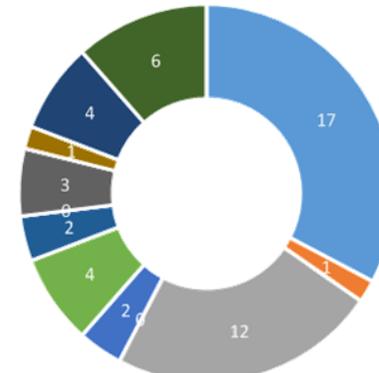
Overall - 'Yes' comments



Overall - 'Not sure' comments

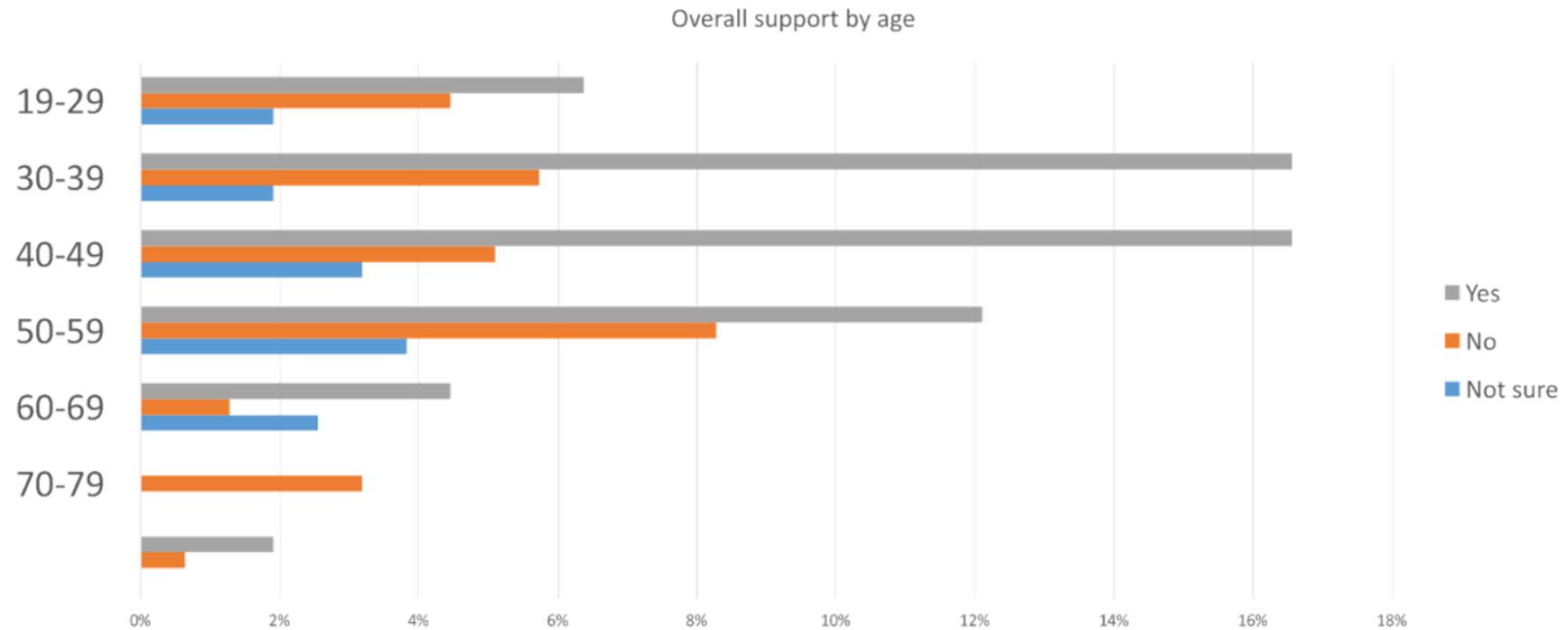


Overall - 'No' comments

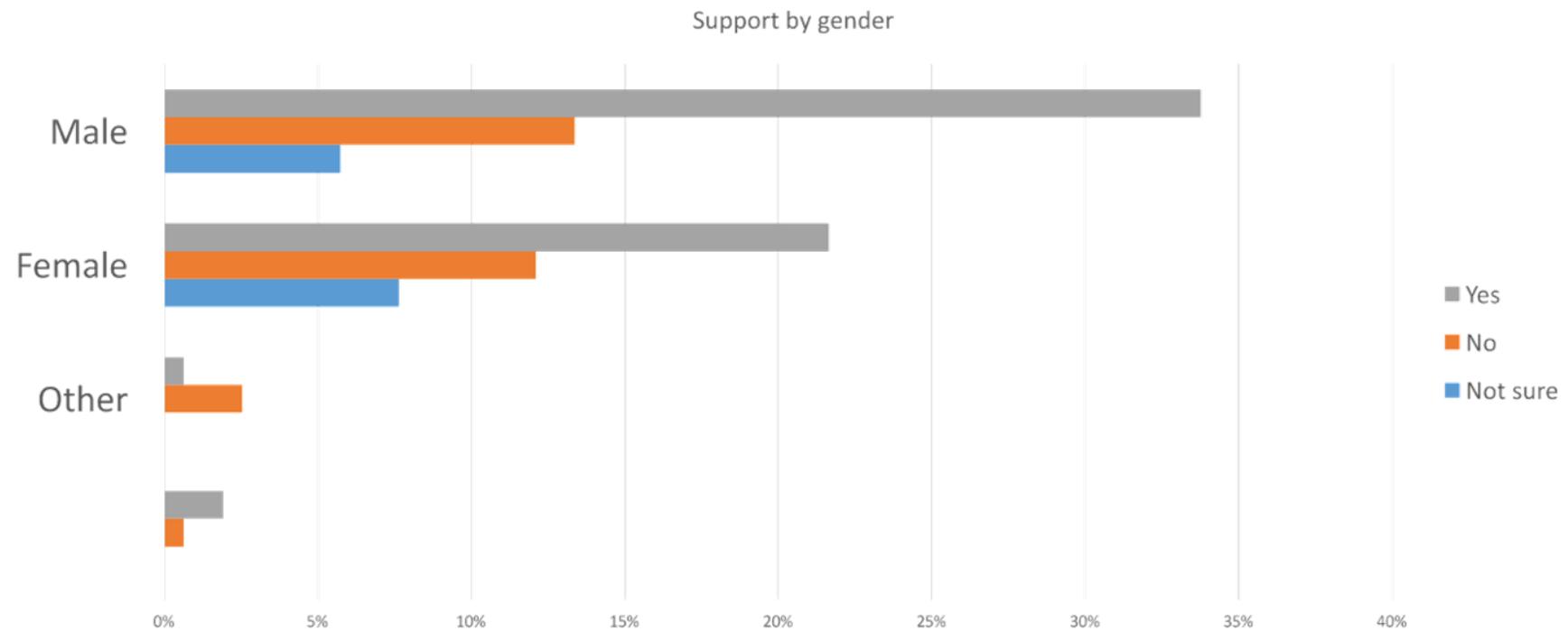


- Traffic lights
- Safety for cyclists
- Traffic flow
- Important link
- Crossing points
- Cost vs priority
- Crossing points
- Pro-cycling
- Inconvenience to cars
- Aesthetic/environmental
- Narrow road
- Other

Support was strongest from people between 30 and 49
No support was received from people over 70



Males supported the proposed changes more than females



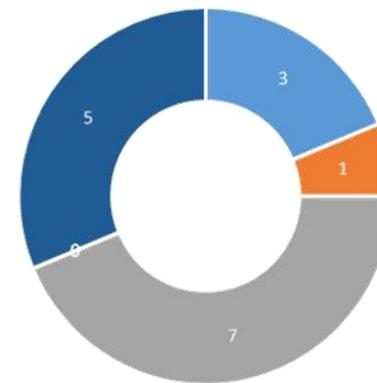
65% of people support moving the bus stops on Miramar Avenue and Maupuia Road



Move bus stops - 'Yes' comments



Move bus stops - 'No' comments

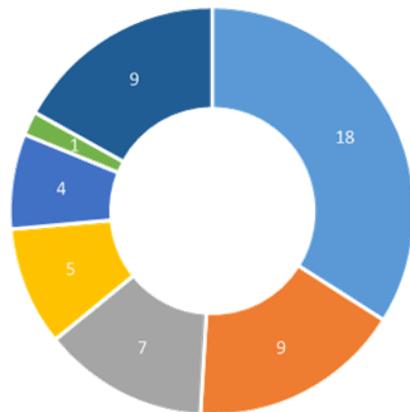


- Traffic flow
- Not enough detail
- Not important
- Necessary for changes to road
- Good for pedestrians
- Important for safety
- Other

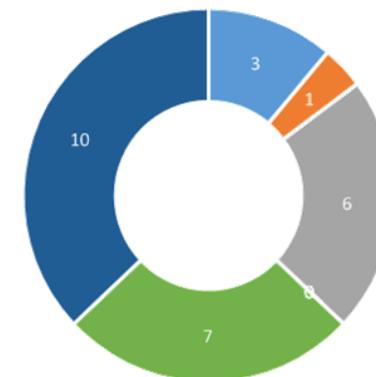
70% of people support separating the walking and biking paths on the Maupuia side of Miramar Avenue



Seperate walking and biking paths - 'Yes' comments



Seperate walking and biking paths - 'No' comments

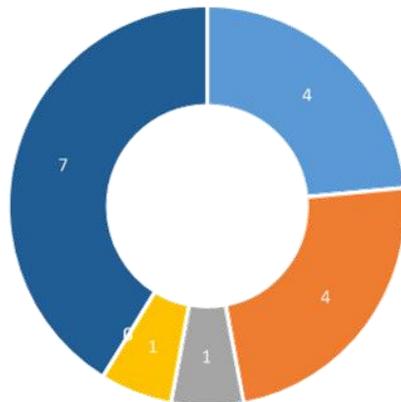


- Separation
- Safety for pedestrians
- Space/width
- Better for cyclists
- Continuity
- Low volume of use
- Other

78% of people support the proposed landscaping along this section of Miramar Avenue

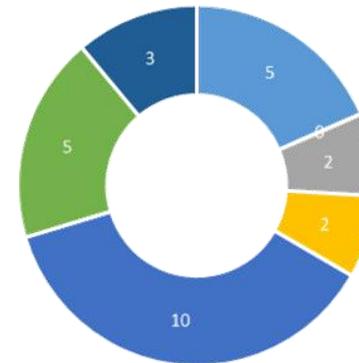


Proposed landscaping - 'Yes' comments



Proposed landscaping - 'No' comments

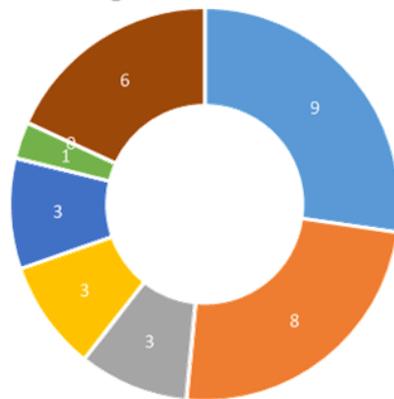
- Wind
- Aesthetics important
- More plants
- Space
- Unnecessary/cost
- Distracting/inconvenient
- Other



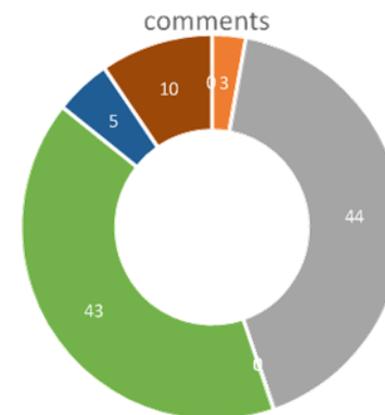
Only 39% of people support changing the intersection of Miramar Avenue and Tauhinu Road from a roundabout to traffic lights



Change the intersection of Miramar Avenue and Tauhinu Road to traffic lights - 'Yes' comments



Change the intersection of Miramar Avenue and Tauhinu Road to traffic lights - 'No' comments

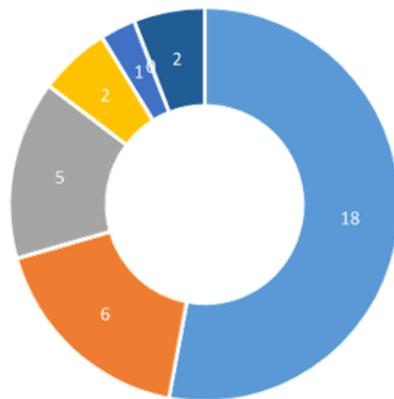


- Better for bikes
- Safety
- Congestion
- Traffic volume
- Better for pedestrians
- Unnecessary
- Unsure/detail
- Other

67% of people support lowering the speed limit from 50km/h to 30km/h on Miramar Avenue between Maupuia Road and Tauhinu Road

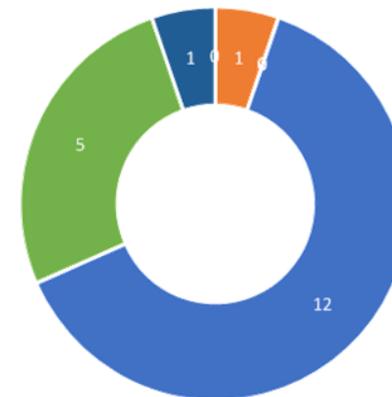


Lowering the speed limit - 'Yes' comments

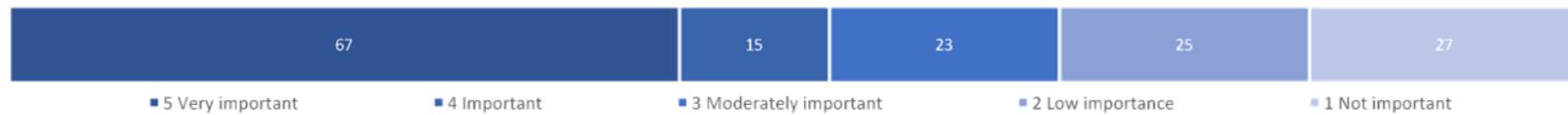


Lowering the speed limit - 'No' comments

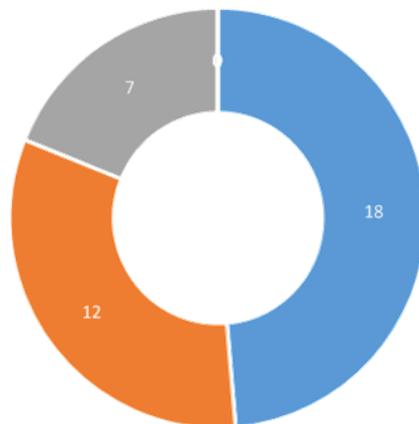
- Safety
- Extend further
- Town centre
- Traffic calming
- Unnecessary
- Congestion
- Other



53% of people consider it important or very important to make changes to this street to connect it with a safer city-wide cycling network

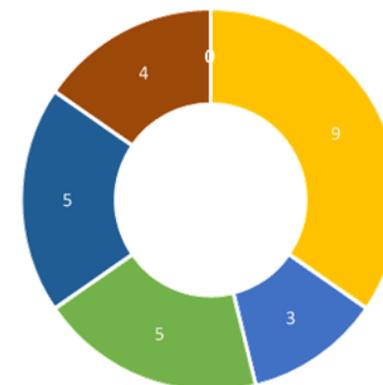


Importance of connecting to an overall cycling network - "High" comments



- Important link
- Pro-cycling
- Safety
- Cost vs priority
- Alternative route
- Weather/conditions
- Anti-cycling
- Low/no issues

Importance of connecting to an overall cycling network - "Low" comments



Appendix: Theme Descriptions

Theme Descriptions

Overall, do you support the changes for this section of Miramar Avenue?

- **Important link** - This part of Miramar is an important connection for Wellington's cycling network
- **Safety for cyclists** - Making these improvements will make cycling safer in this area
- **Narrow road** - The proposed improvements will make the road narrow
- **Crossing points** - The proposed changes will have an impact on crossing points for pedestrians
- **Aesthetic/environmental** - The proposed changes will have an impact on the aesthetics and environment of the area
- **Traffic flow** - The proposed changes will affect traffic flow in the area
- **Traffic lights** - The implementation of traffic lights will have impacts on the area
- **Pro-cycling** - Facilitating cycling is important, therefore making these improvements is important.
- **Cost vs priority** - The cost of making improvements on this street is not worth the impact it will have for road users.
- **Inconvenience to cars** - These changes will inconvenience drivers

Theme Descriptions

Do you support the proposal to move bus stops on Miramar Avenue and Maupuia Road?

- **Traffic flow** - The proposed changes will affect traffic flow in the area
- **Good for pedestrians** - These changes will make things better for pedestrians
- **Not enough detail** - There was not enough detail provided on the changes
- **Important for safety** - These changes are important for improving the safety of the area
- **Necessary for changes to the road** - If other proposed changes are made to the road, these changes are also necessary
- **Not important** - These changes are not important for the area

Theme Descriptions

Do you support the proposal for separate walking and biking paths on the Maupuia side of Miramar Avenue?

- **Safety for pedestrians** - These changes are important for the safety of pedestrians
- **Better for cyclists** - These changes will make things better for cyclists
- **Space/width** - The width of path should be considered when making changes
- **Low volume of use** - Use of this path is or would be low
- **Separation** - Separation of transport modes should be considered when making changes
- **Continuity** - This path should link and continue the design of nearby paths

Theme Descriptions

Do you support the proposed landscaping along this section of Miramar Avenue?

- **Wind** - The level of wind in the area should be considered when making these improvements
- **Distracting/inconvenient** - These improvements will be distracting or inconvenient to road users
- **Aesthetics important** - Improving the aesthetics of this area is important
- **Unnecessary/cost** - These changes are unnecessary for the potential cost
- **Space** - The space available to make these improvements is an important consideration
- **More plants** - This area needs more plants

Theme Descriptions

Do you support the proposal to change the intersection of Miramar Avenue and Tauhinu Road from a roundabout to traffic lights?

- **Unsure/detail** - There was not enough detail provided to make a decision on the changes
- **Unnecessary** - These changes are unnecessary
- **Congestion** - These changes will have an impact on congestion in the area
- **Better for bikes** - These changes will make things better for bikes
- **Traffic volume** - Traffic volume should be considered when making these changes
- **Better for pedestrians** - These changes will make things better for pedestrians
- **Safety** - These improvements will have an impact on safety in the area

Theme Descriptions

Would you support lowering the speed limit from 50km/h to 30km/h on Miramar Avenue between Maupuia Road and Tauhinu Road?

- **Unnecessary** - These changes are unnecessary
- **Safety** - These improvements will have an impact on safety in the area
- **Town centre** - This area is a town centre and should be taken into account when making changes
- **Traffic calming** - Traffic calming measures are required in this area
- **Extend further** - These changes should be extended further
- **Congestion** - These changes will have an impact on congestion in the area

Theme Descriptions

How important is it to make changes to this street to connect it with a safer city-wide cycling network?

- **Pro-cycling** - Facilitating cycling is important, therefore making these improvements is important.
- **Anti-cycling** - Facilitating cycling is not important, therefore making these improvements is not important.
- **Important link** - This part of Miramar is an important connection for Wellington's cycling network
- **Cost vs priority** - The cost of making improvements on this street is not worth the impact it will have for road users.
- **Safety** - These improvements will have an impact on safety in the area
- **Alternative route** - An alternative route would provide a better solution for this area
- **Low/no issues** - There are few issues in this area to warrant changes
- **Weather/conditions** - The weather and conditions in this area should be taken into account when making changes