
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 10 May 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

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

AREA OF FOCUS

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

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

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

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

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

Quorum: 8 members

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1 Meeting Conduct

1.1 Mihi

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

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne
Toitū te marae a Tangaroa
Toitū te iwi
Taiō Pōneke – kia kakama, kia māia!
Ngāi Tātou o Pōneke, me noho ngātahi
Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.
City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!
People of Wellington, together we decide our way forward.

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 3 May 2018 will be put to the City Strategy Committee for confirmation.

1.5 Public Participation

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

1.6 Items not on the Agenda

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

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

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

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

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

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

2. Strategy

**SUBMISSION ON GOVERNMENT POLICY STATEMENT ON
LAND TRANSPORT 2018/19-2027/28**

The report was not available at the time the agenda went to print, and will be circulated separately

3. Policy

ACCESSIBLE WELLINGTON ACTION PLAN

Purpose

1. To seek the Committee's agreement to the actions in the draft Accessible Wellington Action Plan (2018-2021) and to consult on the Plan prior to its adoption.

Summary

2. Officers have worked with the Wellington City Council Accessibility Advisory Group (AAG) on the review of the previous Accessibility Action Plan (2012-15) and the preparation of this draft Accessibility Action Plan 2018-2021 (AWAP 2018-2021) for consultation.
3. In preparing this draft action plan, officers have also engaged with a range of stakeholders including The Blind Foundation; Office for Disability Issues; Alzheimer's Wellington; Be.accessible; Barrier Free NZ; Kapiti AAG; Blind Citizens NZ; Arts Access Aotearoa and CCS.
4. A survey on '*getting around Wellington*' was also run with the public where feedback was sought on people's journeys around Wellington and asked how accessible or inaccessible those journeys were. A total of 577 responses were received and this has helped inform the development of the draft action plan. A snapshot of those results is included in appendix 2.
5. The draft AWAP 2018-2021 is structured around ensuring an 'accessible journey'. The accessible journey goal is underpinned by actions to *improve access in the built environment*, *access to venues* and *access to information*. The actions are specific tasks with specified timeframes and are allocated to a Council business unit to be carried out.
6. The focus of this draft action plan is on fewer but more deliberate actions that engage the accessibility community in participatory processes and tools that drive actions that are 'co-designed'. These will allow direct feedback on the issues and accessibility of Wellington that can then be proactively addressed.
7. There are six areas of work to be actioned in the AWAP 2018-2021:
 - Accessible journey feedback
 - Accessibility Review Website
 - Platform to provide usable up-to-date information on accessibility
 - Annual Accessibility Survey
 - Mobility Parking Review
 - Blindsquare Expansion.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note that the draft Accessibility Action Plan was prepared in consultation with Wellington City Council's Accessibility Advisory Group.
3. Agree to consult on the proposed Accessible Wellington Action Plan 2018-2021, included in Attachment 1.
4. Agree that the consultation period will run in July 2018.
5. Note that the draft Action Plan will be worked on with creative and branding to ensure layout, appearance and accessibility of the document are appropriate.
6. Agree to delegate to the Chief Executive and the Chair of the City Strategy Committee, the authority to amend the draft Accessible Wellington Action Plan 2018-2021 and consultation material, to include any amendments and any associated minor consequential edits agreed by the Committee.

Background

8. Statistics New Zealand figures show that in New Zealand one in four people live with a disability. An estimated 21,600 working-age Wellingtonians have disabilities (12 percent – Quality of Life Survey 2008) and this will increase as the population ages. Census results from forecast.id show the largest change in age structure from 2006-2013 being in age ranges of 50-69. The number of empty nesters and retirees (60-69) increased by over 3,500 over the same period.
9. Wellington region figures from Stats NZ show that 22% of people have a disability. Mobility disabilities are the most common in the region with hearing and agility. Disabilities are also more common in the over 65s, with Pacific Peoples experiencing the sharpest increase in that age range.

Review of the Accessible Wellington Action Plan 2012-2015

10. The AWAP 2012-15 had 32 stated aims. The review of the action plan identified that most of these were addressed, or partially addressed, but also that at times it was difficult to tell how effective the work carried out was, or if the action was considered complete.
11. Key highlights from the previous action plan included installing additional mobility parks, creating the online accessibility map, initiating the back door collection option for waste and recycling, carrying out accessibility audits of play spaces and ran a pilot of Blindsquare – an App service that allows customers with sight loss the opportunity to explore their city with independence.
12. The review was presented to the AAG for feedback. Using the feedback from AAG, officers reflected on areas for improvement and possible new projects following on from the aims of the previous plan. Feedback about the action plan was that a new plan should focus on fewer and have more specific actions.
13. An initial draft of the new action plan was sent to stakeholders in January 2018 and feedback from a number of stakeholders was received, these include, The Blind

Foundation; Office for Disability Issues; Alzheimer's Wellington; Be.accessible; Barrier Free NZ; Kapiti AAG; Blind Citizens NZ; Arts Access Aotearoa and CCS.

'Getting around Wellington' survey

14. A survey titled *'getting around Wellington'* was run for three weeks in April. The survey asked about how difficult or easy people find regular journeys they take around Wellington¹. 577 responses were received that helped to inform the actions of the action plan.
15. The survey showed that 82% of survey respondents experience difficulties during a trip in Wellington. Most people in Wellington are travelling on foot, followed by bus or driving and people experience the most difficulty with pavements in the city. 36% of people consider that accessibility in Wellington has remained *about the same* over the last 5 year period. 92 people (16%) also reported that pavements are also the most positive part of a journey followed by good public transport. This shows when pavements are or aren't accessible it makes the largest impact on the ease of a person's journey.

Discussion

16. Wellington can build on its reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around. This Action Plan aims to enhance people's independence, ability to participate, engage in and benefit from all Wellington has to offer. The focus of this is around the *'accessible journey'*.
17. Framing the action plan around the *'accessible journey'* was suggested by the AAG. This is widely used term that was appropriate for the action plan to use. Along a journey there are various points where people come into contact with or use something Council provided. Council controls infrastructure and can therefore effect change.

The Accessible journey

18. The Human Rights Commission describes barriers to an *'accessible journey'* as:
'The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pick-up point, using the service to go to a destination and returning home.'
19. New Zealand Building Code Clause D1 Access Routes defines an *'accessible route'* as;
'An access route usable people with disabilities. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building.'
20. The Action Plan has considered the accessible journey to be a combination of these two definitions. It includes the journey itself and the use of the building also at the end of the journey.
21. An accessible journey would therefore allow someone to find all the information needed about the accessibility of travelling, such as a bus or walking route to a destination. Information would also be available about the facilities and accessibility of the destination at the end of a journey. The journey would be easily negotiated, barrier free, with no need to re-route due to scaffolding blocking pavements or kerbs not

¹ The survey was targeted at those with a disability, the elderly, parents with prams and carers.

allowing for someone to cross the road. When arriving at a destination a person would be able to enter the destination such as a café, shop or other public place and have the expected use of all the facilities.

Developing the Accessible Wellington Action Plan 2018-2021

22. An exercise was carried out with the AAG to record their experiences of 'accessible journeys'. These were recorded along a timeline of a journey which started at home and then finished at a destination. Activities, insights and opportunities were mapped at each stage of the journey.
23. From this exercise objectives became apparent for the work programme to be focused at 'access to information' and 'access in the built environment' (including facilities/venues).
24. While substantial engagement has already been undertaken in the development of the draft Accessibility Action Plan 2018-21, it was also agreed that further feedback on accessible journeys in Wellington from the wider public would be beneficial to help shape the final plan.

The Action Plan is built around the following elements

1) Accessible journey feedback

25. The first action is to provide a tool which allows the Council to obtain broader feedback on accessibility from the perspective of local citizens or users. This will help gauge how well Wellington is performing on accessibility and provide insight into exactly where and what people would like accessibility work to focus on. This could be either an app or a questionnaire which is developed to gain these wider opinions. An app (similar to FixIt) could be used 'on the go' and someone could record a positive or negative aspect of journey and suggest an idea or improvement. A questionnaire could work in a similar way but would be recorded following a journey. The example of the "getting around Wellington" survey shows that people are willing to engage on these questions and to provide specific feedback on the areas which they consider can be improved.

2) Accessibility Review Website

26. When reviewing the accessible journey feedback opportunities it was clear that people wanted to be able to provide feedback on their experiences, not just on journeys but at destinations also. A review website would provide business owners with more information on how well they are meeting accessibility needs and what are they could improve. Feedback suggests that businesses such as cafes are often not showing information about accessibility and the opportunity for a rating standard like uber and airbnb could be explored. The introduction of a review website that could be used by the public to write accessibility reviews about the places they visited would address these issues. It would allow businesses to see how the public find the accessibility of the premises and facilities available. That information can then be used by others when planning where to go.
27. There are some international examples of this including Euan's Guide. This is a website based in the UK and currently has 6280 reviews of places and 137 reviews of events. People can provide comments about parking, transport, access, toilets and staff for example, and the venue is given an overall rating of accessibility. Anyone can write a review and it is free to do so.

3) Platform to provide usable up-to-date information on accessibility

28. Feedback identified that real time information about footpath work and a google accessible route planner would be helpful. There should be easier access or a more connected way to the Be.accessible reports about accessibility. The Council has an existing accessibility map that contains information such as the location of mobility parks, street gradients, accessible toilets and stairs. Additional information could be added to this map such as live information about footpath works such as scaffolding being erected or street works. There is potential for building information to be added such as the accessibility audits that Be.accessible has carried out.

4) Annual Accessibility Survey

29. Carrying out the 'getting around Wellington' survey has provided a large amount of useful information and shown that people are interested in providing feedback on their experience. The survey has provided a bench mark for how accessible Wellington is currently considered. Carrying out a similar survey on an annual basis will allow progress to be tracked and check that our accessibility actions are having a positive effect on people's ease of travel.

5) Mobility Parking Review

30. CCS – a national organisation that provide mobility parking passes, advocacy and information sharing in the disability sector – have an app that records information about mobility parks around Wellington. It can be used to report misuse of a mobility park and that information is then sent to the parking team within the Council. It is also being used to crowd source information on the standard, frequency and location of mobility parks in Wellington. This information would assist to carrying out a review of mobility parking policy and to ensure that the city has mobility parks in the right places and in the right numbers.

6) Blindsquare Expansion

31. The pilot of Blindsquare has been successful with a number of locations choosing to have beacons installed on their premises. As app-users pass by shops and businesses that are 'BlindSquare Enabled', the app provides a spoken description of the business, including its name, what goods or services it provides and the shop layout. The app also provides users with other information such as the names of the roads they are walking along, or where the bus stops are. The next step for Blindsquare is to create a long term Blindsquare strategy to expand the use of the beacons across the city so that services within the city are increasingly accessible.

7) Advocacy

32. The results from the 'getting around Wellington' survey show that travelling by bus (42%) is the second most popular way to travel around Wellington and the train (18%) being the fourth. Walking is the most popular however public transport is still being widely used. It was also where a wide range of accessibility issues were raised such as getting on and off buses, and access to mobility and pram seating on buses.
33. Although Wellington City Council does not have direct influence over public transport provision it is recognised that the Council can advocate and work with Greater Wellington Regional Council on this range of public transport issues.
34. It is also recognised that an integrated approach is needed to make improvements to the accessible journey and Wellington City Council will endeavour to work with stakeholders and other organisations to improve accessibility.

Next Actions

35. If the Committee agrees, the plan will be made available for public consultation in July so that other feedback can be incorporated and a final plan submitted to the Committee for adoption.
36. All consultation material will be made available in accessible formats
37. The expected timeframe is as follows.

Date	Task
July	Consultation on draft Accessible Wellington Action Plan 2018-2021
August - September	Analysis of feedback
October	City Strategy Committee reviews feedback from consultation and any proposed changes to the draft Accessible Wellington Action Plan
October	Adopted by Council

Attachments

- Attachment 1. Accessible Wellington Action Plan 2018-2021 (draft) [↓](#) Page 16
Attachment 2. Survey Summary [↓](#) Page 31

Author	Alice Bates, Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

An Engagement and Consultation Plan has been drafted. This plan has considered the project's significance; risk factors; various stakeholders; and resourcing available for the review. The plan was developed in accordance with the Council's Significance and Engagement Policy.

Treaty of Waitangi considerations

Officers will work with the Tira Poutama: Iwi Partnerships team to ensure that Treaty of Waitangi considerations are taken into account.

Financial implications

Currently there is no budget allocated for Accessible Wellington Action Plan initiatives and would have to be worked through existing budgets.

Policy and legislative implications

The Accessible Wellington Action Plan review will take into account potential policy and legislative implications following the decisions made by the City Strategy Committee on this paper.

Risks / legal

The draft Policy is considered to have low level of legal risk. Officers will review any potential content amendments throughout the action plan development process to ensure content and processes are legally robust.

Climate Change impact and considerations

No considerations at this point.

Communications Plan

A communication plan has been developed to support the engagement and consultation process.

Health and Safety Impact considered

Health and safety must be a consideration for any actions proposed under the Accessibility Action Plan.

Creating Accessible Journeys in Wellington

Draft Accessible Wellington Action Plan 2018-2021

Draft

1

Introduction

Providing accessible services, communication channels, transport, buildings and public spaces can make Wellington City more inclusive for everyone. It enhances the diversity of the city and helps the city remain attractive to residents and visitors of any age and ability.

Adopting the principle of 'Accessible Journeys' allows us to consider access for everyone at all points along a journey from the time they gather information to decide to go, their ability to travel and to reach their destination safely, and their ability to participate at their venue of choice (and return to their original destination or elsewhere). These journeys are undertaken by all people and will include those of people with disabilities as well as parents with children in prams and older people with an age-related decrease in mobility or sensory abilities.

Approximately 20% of people in New Zealand have a disability. This is much higher for people over 65 years of age, with 59% of people having some kind of disability. Physical limitations are the most common type of impairment (Stats NZ 2018). There are also 3500 mobility card holders in Wellington City, most being over the age of 65.

We want to build on our reputation as an inclusive and socially responsible city that is accessible, safe and easy to get around and where all people can participate in city life. This Action Plan is to act as our guide and will enhance people's independence and ability to participate, engage in and benefit from key Council services.

Convention on the Rights of Persons with Disabilities

The convention is a key document in the area of accessibility. New Zealand ratified the Convention on the Rights of Persons with Disabilities in 2008.

The purpose of the convention is '*to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.*'

The convention is important as it clarifies the rights of persons with disabilities and sets out responsibilities to respect those rights. The convention promotes accessible development and has been described as a human rights treaty and a development tool.

The New Zealand Disability Strategy (NZDS) was guided by the principles of the Convention on the Rights of Persons with Disabilities.

National Policy

The New Zealand Disability Strategy 2016-2026 has identified 8 Outcomes which contribute towards making New Zealand a non-disabling society. Outcome 5 relates to Accessibility.

Links to Wellington City Council's Strategic priorities

The Council's approach is aligned with the Positive Ageing Policy, Central City Framework, and Wellington Towards 2040 City Strategy and the Wellington Urban Growth Plan 2014-2043. Work is currently being carried out on the Long Term Plan and Our City Tomorrow that the action plan will also align with.

The plans, outcomes and actions will deliver on areas of the 'accessible journey' as identified by the Accessibility Advisory Group.

Background

Draft

2

The Accessible Wellington Action Plan 2012-2015 (AWAP) was a plan that set out areas of work the Council was doing to contribute towards the accessibility of the city and also set out aims to be achieved over a three year period.

In 2016 the New Zealand Disability Strategy was revised and acts as a guide for the development of this revised plan.

The Accessible Wellington Action Plan 2018-2021 is a revised action plan assembled following a review of the 2012-2015 action plan and seeks to improve people's 'Accessible Journeys' around the city.

Timeline

2016:

- Council agrees to review of the Accessible Wellington Action Plan 2012-2015.
- Internal review of 2012-15 Accessible Action Plan undertaken

2017

- Draft review considered by Accessibility Advisory Group (AAG).
- Accessibility Advisory Group record their experiences of 'accessible journeys' in Wellington. These were recorded along a timeline of a journey which started at home and finished at a destination. Activities, insights and opportunities were mapped at each stage of the journey.
- Focus for 2018-21 Accessible Action Plan established in partnership with AAG around accessible journeys with a focus on 'access to information' and 'access in the built environment'.
- Pre engagement with stakeholders on approach and key actions in the draft 2018-21 Accessible Action Plan

2018

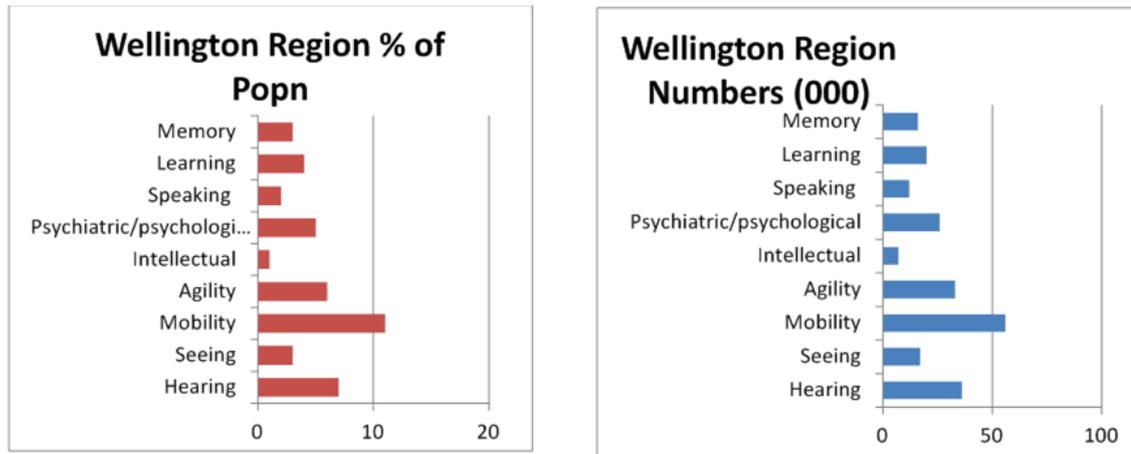
- A survey 'getting around Wellington' was run. 577 responses were received where the accessibility community of Wellington provided feedback on travelling around Wellington and journeys that are regularly taken.

2018 Next steps

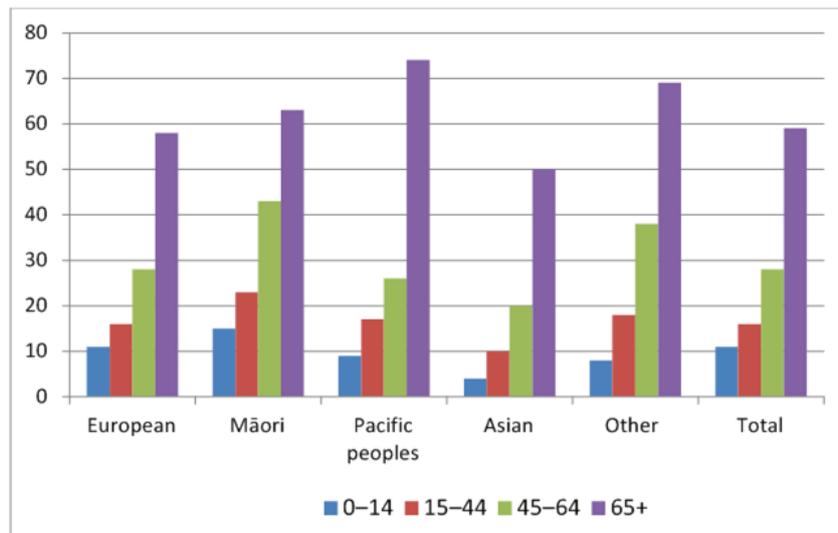
- Consultation on draft 2018-21 Accessible Action Plan
- Adoption of new 2018-21 Accessible Action Plan

Key Information on Disabilities in Wellington [note this will be displayed as infographics]

Figures from Stats NZ show that 22% of people in the Wellington Region have a disability. Mobility disabilities are the most common in the region followed by hearing and agility.



Disabilities are more common in the over 65s, with Pacific Peoples experiencing the sharpest increase in that age range.



Getting around in Wellington

In the 2018 survey 'Getting around Wellington', out of 577 survey responses.

- 82% of survey respondents experience difficulties during a trip.
- Most people in Wellington are travelling on foot, followed by bus or driving and people experience the most difficulty with pavements in the city.
- 36% of people consider that accessibility in Wellington has remained *about the same* over the last 5 year period.
- 16% of people also reported that pavements also are the most positive part of a journey followed by good public transport. This shows when pavements are or aren't accessible it makes be impact on the ease of a person's journey.

Purpose of the action plan

The purpose of the Action Plan is to enhance Wellington's reputation as an inclusive and socially responsible city and one that is accessible, safe and easy to get around. The plan sets out specific actions, will include measurable criteria, such as timeframes and action owners, and is a starting point for both coordinating what Wellington City Council is already doing and recommending key actions for the next three years. This is considered to be a living document, and over time, additional actions may be included.

Focus for this Action Plan – The Accessible Journey

The 'accessible journey' has been used as a way to visualise chronologically accessibility tasks of users and the opportunities and points of contacts with the Council. The journeys which people carry out on a daily basis such as going to the shops or visiting friends are important to enable all people to be able to participate in city life.

The barriers to the accessible journey for disabled people cover information about services, arranging a service, getting from home to the pick-up point, using the service to go to a destination and returning home. (The Accessible Journey: Human Rights Commission, 2005)

New Zealand Building Code Clause D1 Access Routes defines an 'accessible route' as;

'An access route usable people with disabilities. It shall be a continuous route that can be negotiated unaided by a wheelchair user. The route shall extend from street boundary or car parking area to those spaces within the building required to be accessible to enable people with disabilities to carry out normal activities and processes within the building.'

For the purposes of this action plan the accessible journey will be a broader definition that is a combination of the two above. It will not be limited to arriving at a building and then use and movement within the building, but will also include all the decisions made earlier on in the journey through to the destination, how information is sourced about travel and then also the accessibility of the building or place so that the complete journey is understood and the barriers to access identified.

Overall goals and objectives

The overall goal of the Action Plan is that people will have confidence about accessing the information they need about a journey, going on the journey to a venue and using a service at a destination with ease.

Residents and visitors will have easily accessible journeys through the following:

- Ready access to information about the Council and business services, entertainment, hospitality, events, education, recreation, etc
 - Can find information in an accessible format about the accessibility of the venue, facilities or event.
 - The information on the website is in accessible formats. Information on the WCC website and those websites of its affiliated organisations, subsidiaries, and facilities are compliant with the NZ Standards: Web Accessibility Standard 1.0 and Web Usability Standard 1.2, and subsequent amendments.
 - All tourist attractions, hospitality venues, hotels, restaurants and cafés etc. in the Wellington City area publish detailed statements on venue accessibility (per

- NZS4121:2001 and subsequent amendments) including on their websites. This would include photos, video clips, and/or floor plans etc.
- The Greater Wellington Regional Council and other transport stakeholders ensure accessibility-specific information is made clearly and publicly available (online, in app format, and in other digital/non-digital media) for all forms of transport and public transport routes, within the WCC region.
 - Efficient transport options (including mobility parking, active mode routes, multi-node routes and clear signage and wayfinding).
 - Mobility parks are in the places that are of use to people.
 - Mobility parks are available and not being misused.
 - Compliance with NZS4121:2001 for all disability carparks.
 - All curb cuttings throughout the city meet NZS4121:2001 specifications.
 - Information about planning an accessible route is available and in accessible forms.
 - Braille, large font, high contrast, and easily readable signs are provided throughout the city. QR codes (linking to further information and/or Youtube NZSL explanations) and BlindSquare tokens on all tourist waypoints and landmarks.
 - Access to services (e.g. public buildings, restaurants, theatres, accommodation, business providers).
 - Accessible facilities are available that are fit for purpose.
 - Staff are helpful and knowledgeable about accessibility.
 - Services provided are relevant to people with accessibility requirements.
 - Events are accessible with Guides/programmes in accessible formats, audio descriptions at events and closed loop audio at events.
 - Easy access to buildings and movement throughout.
 - More buildings, public places and homes are compliant with the accessibility requirements/guidelines (MBIE standard).
 - All Council Facilities, tourist attractions, hospitality venues, hotels, restaurants and cafés etc. In Wellington City to take all practicable measures to become accessible per NZS4121:2001 (and subsequent amendments), with all new builds to be fully compliant.
 - Other
 - Monitor and publicise achievement of, and on-going compliance with, accessibility standards, including regular inspections (with grades issued), of all tourist attractions, hospitality venues, hotels, restaurants and cafés etc. in the WCC region.
 - Disability/accessibility awareness conference (universal urban design)
 - Consultation is carried out in line with Ministry of Health accessible consultation guidelines: “A Guide to Community Engagement with People with Disabilities”

2018-21 Accessible Action Plan – Key Actions

The revised action plan builds on the 'Accessible Journey' concept that was developed with Wellington City Council's Accessibility Advisory Group (AAG). The actions create participatory processes and tools that will enable accessibility to be co-designed as they allow ongoing feedback and insight into accessible journeys around Wellington. The areas of focus within the accessible journey are:

- *Access to information:* To improve access to Information about making a journey and have information about the accessibility of the destination.
- *Improved accessibility in the built environment:* To improve access within the Built Environment so that journeys from the point of leaving home to arriving at the destination are accessible.
- *Improved Accessibility to venues:* When arriving at a destination being able to access a venue, move through the venue and use all facilities.

Six areas for action are:

- Action 1: Access to information
- Action 2: Annual Accessibility Survey
- Action 3: Accessibility Review Website
- Action 4: Platform to provide usable up-to-date information on accessibility
- Action 5: Mobility Parking Review
- Action 6: Blindsquare Expansion.

Action 1: Access to Information

Developing a platform to provide usable up-to-date information on accessible Wellington

The Council has an existing accessibility map that was developed as part of the 2012-2015 action plan. There is potential for further development to show additional information people would find of use before or during a journey. For example, adding building information or allowing people to enter information for a 'live' function.

The current map is underutilised and its placement on the Council website and an accessibility communication strategy needs to be considered. The map could be in a more prominent part of the website and be given further promotion so people are more widely aware of it.

A review of this map will be carried out in partnership with the accessibility community and community partners. Work would look into accessibility features that people would like to see on the map that will enhance their accessible journey. The work will also explore alternative options for communicating accessibility about the city beyond visual maps.

This action can be delivered within existing budgets.

Action	Timeframe	Owner
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<p>Establish a working group of stakeholders to develop scope and deliver a plan that will:</p> <ul style="list-style-type: none"> Engage with the accessibility community to determine what information would be useful Preferred ways to access this information Determine if the current Accessible Wellington Map meets the needs of the community Develop a communications and marketing plan 	12 months	<ul style="list-style-type: none"> Accessibility Community WCC (Community Services team) Community Partners
<p>Work with partners and accessibility consumers to develop a platform that integrates and displays accessible information in appropriate formats</p>	As above	As above

Action 2: Annual Accessibility Survey

Building data to track progress over time

During the development of the Accessibility Action Plan a survey was run called ‘getting around Wellington’. The survey has provided valuable information on the perspectives of people who do not find all their journeys accessible. This survey has provided a bench mark and by conducting it annually it can be gauged whether there is improvement in the accessibility of the city.

This action can be delivered within existing budgets.

Action	Timeframe	Owner
Carry out a survey where people provide feedback on the accessibility of the city.	Annual	WCC (Research team)
Review survey results and track accessibility progress.	Annual	WCC (Policy team)

Action 3: Accessibility Review Website

Sharing best practice to inform, educate and lift standards

The website would provide a place for people to write accessibility reviews about places visited in the city. The Council would explore partnership opportunities to establish this and there are existing international examples of similar sites.

The reviews will provide feedback for a venue on the level of accessibility experienced by users and will work in conjunction with the existing strategy of encouraging venues to meet accessibility guidelines. A rating system will encourage businesses and venues to improve accessibility. These sites allow businesses to also address comments left by reviewers by improving accessibility. The review information will then also be publicly available to other people and can be used when planning a trip.

Our role will be around advocacy and facilitation and therefore the costs to Council are expected to be minimal and can be delivered from within existing resources.

Action	Timeframe	Owner
To investigate partnership opportunities with stakeholders and companies already working in the area of accessibility reviews so that the Council could work with them to create public Wellington reviews of places, spaces and venues.	2018	WCC (Policy team)
Establish a working group of stakeholders and people of interest to test functionality and to gauge potential uptake and interest of the website.	2018	WCC (Policy team)
Create with partner, website with Wellington based content.	2018	WCC (Policy team) and Website Partner
Work with communications team to promote the website and raise awareness of it to the public.	2018	WCC (Policy team and Communications and Engagement team). Potential for website partner also
Maintain website to ensure content is relevant and up to date.	Ongoing	WCC (Policy team)

Action 4: Platform to provide usable up-to-date information on accessibility

Create a tool for allowing public to feedback on 'accessible journeys' through Wellington

We need to enable the community to provide feedback on accessibility issues that can then be addressed by Council.

It is proposed to build either an app or a survey tool that would build on the accessible journey exercise that was carried out with Wellington City Council's Accessible Advisory Group, to engage and allow the wider public to report on positive and negative parts of a journey.

This feedback tool would run for set periods of time, for example, over the summer for 3 months. It would gather accessible *issues* and *ideas* for improvements that people experience to be actioned. The information gathered by the app could then be considered by Council and inform future investment.

A communications plan would be built around this initiative which would raise awareness and be a channel for broader accessibility messages.

The first stage of this action is to work with stakeholders to refine scope, functionality and likely uptake of any tool. Potential costs will also be determined through this initial scoping phase.

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Action	Timeframe	Owner
Establish a working group of stakeholders and people of interest to test functionality and potential uptake of an app or a survey.	2018	WCC (Policy team)
Work to refine app or survey and questions to record an accessible journey along with accessible usability of the tool.	2019	WCC (Policy team)
Work with Wellington City Council communications team to promote the tool and raise awareness of it to the public.	2019	WCC (Policy with Communications and Engagement Team).
Run app or survey for a three month period allowing feedback to be received on journeys.	2019	WCC (Research and Policy teams)
Once the tool run period has concluded analyse the results and present results to wellington City Council business units for action/investment	2019	WCC (Policy with relevant teams that feedback relates to).
Repeat the above four actions each year. Tailor the tool and questions as needed.	Ongoing	WCC (Policy team)

Action 5: Mobility parking

Ensuring mobility parks are used appropriately

CCS provides mobility parking passes, advocacy and information sharing in the disability sector New Zealand-wide. They have developed an app Access Aware that allows people to report information on Mobility Parks. This app has two streams of reporting:

- Information about mobility parks in Wellington, where they are, how many there are and to what standard they are.
- Mobility park misuse.

CCS is working with the Wellington City Council’s Parking Team to trial this app. The information from the CCS app would be used as part of a wider mobility parking review and update the Council’s Mobility Parking Policy (2005).

There is also the potential to have chips in mobility parking passes that are recognised with the existing parking sensors and will be used for a pilot to check compatibility with chips in mobility parking passes. This enables the sensors to identify if a vehicle is parked in a mobility park has a valid mobility parking pass and aims to increase the effectiveness of enforcement and provide better mobility parking access.

This project can be delivered within existing budgets.

Draft

Action	Timeframe	Owner
Work with CCS to share information on Mobility Parking in Wellington. Information includes creating a data base that is crowdsourced about the amount, location and standard of mobility parks in Wellington. Information of misuse of mobility parks is also provided.	2018	WCC (Policy team)
Use information to review the Mobility Parking Policy (2005).	2018/2019	WCC (Policy team)
Investigate use of parking sensors capable of communicating with chips on the parking permits to notify parking team of misuse.	6 month pilot in 2018.	WCC (Parking and Policy teams)

Action 6: Expansion of Blindsquare

BlindSquare is a project that is aimed at customers and visitors who are blind or have low vision or a print disability. Using the BlindSquare Event iPhone navigation app and Kontakt.io beacons, this service allows customers with sight loss the opportunity to explore their city with independence.

As app-users pass by shops and businesses that are 'BlindSquare Enabled', the app provides a spoken description of the business, including its name, what goods or services it provides and the shop layout. The app also provides users with other information such as the names of the roads they are walking along, or where the bus stops are.

The pilot of the blindsquare project was a success with a number of locations choosing to have them installed. The next step is to explore creating a long term and sustainable version of the project to continue the uptake of the beacons at further locations. Cost implications are yet to be fully determined but are expected to be modest.

Action	Timeframe	Owner
Developing a sustainable partnership model that results in take-up of beacons in key commercial facilities in the city	6 - 12months	WCC, WREDA, commercial stakeholders
Support the expansion of Blindsquare into Council facilities and those operated by Council Controlled Organisations.	Start 2018 and ongoing	WCC and WCC Council Controlled Organisations

Ongoing Actions

The Council will also continue to deliver the following as part of its business as usual activities which address accessibility issues and access to information.

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Access to Venues

- We will continue to improve the levels of accessibility compliance at Council venue. We will do this through continuing Building Warrant of Fitness's, and staff training to improve building accessibility and customer service.
- Wellington city playgrounds will be upgraded at the time of renewal of each site to meet accessibility standards following audits that were carried out.
- Building consents will continue to be assessed on any required accessibility standards. Compliance with those standards will be enforced on the building code accessibility standards.

Access to the City

- We will ensure that Mobility Parking installations are in the right places and that they meet as practical as possible accessibility standards in the road.
- Our street upgrade programmes will include accessibility pavement upgrades to ensure that our streets are increasingly accessible for all.
- Within our Open Space Access Plan 2016 we will identify the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users.
- We will review whether more accessible tracks need to be constructed.
- We will continue to support the annual Accessibility Awards, designed to recognise businesses, initiatives and people who help make Wellington City more accessible for everyone.

Access to Information

- We will ensure that Council information – including emergency and emergency preparedness messaging is accessible.

Advocacy

- Results from the 'getting around Wellington' survey show that travelling by bus (42%) is the second most popular way to travel around Wellington and the train (18%) being the fourth. Walking is the most popular however public transport is still being widely used. Although Wellington City Council does not have direct control over public transport provision, Wellington City Council will advocate and work with Greater Wellington Regional Council on public transport accessibility matters.
- It is also recognised that an integrated approach is needed to make improvements to the accessible journey and Wellington City Council will endeavour to work with stakeholders and other organisations to improve accessibility.

Action Plan 2022 onwards

Once the action plan has run its duration a review of the 2018-2021 action plan will be carried out a refreshed plan produced.

Action Plan on a page

Accessible Wellington

An inclusive and socially responsible city that is accessible, safe and easy to get around.

Areas of Focus

Access to Information

Good information is available about the built environment of Wellington.

Access in the Built Environment

The city is planned to enable all people to access it.

Access to Venues

Buildings and movement through them are accessible, facilities are also available.

Scope of Control

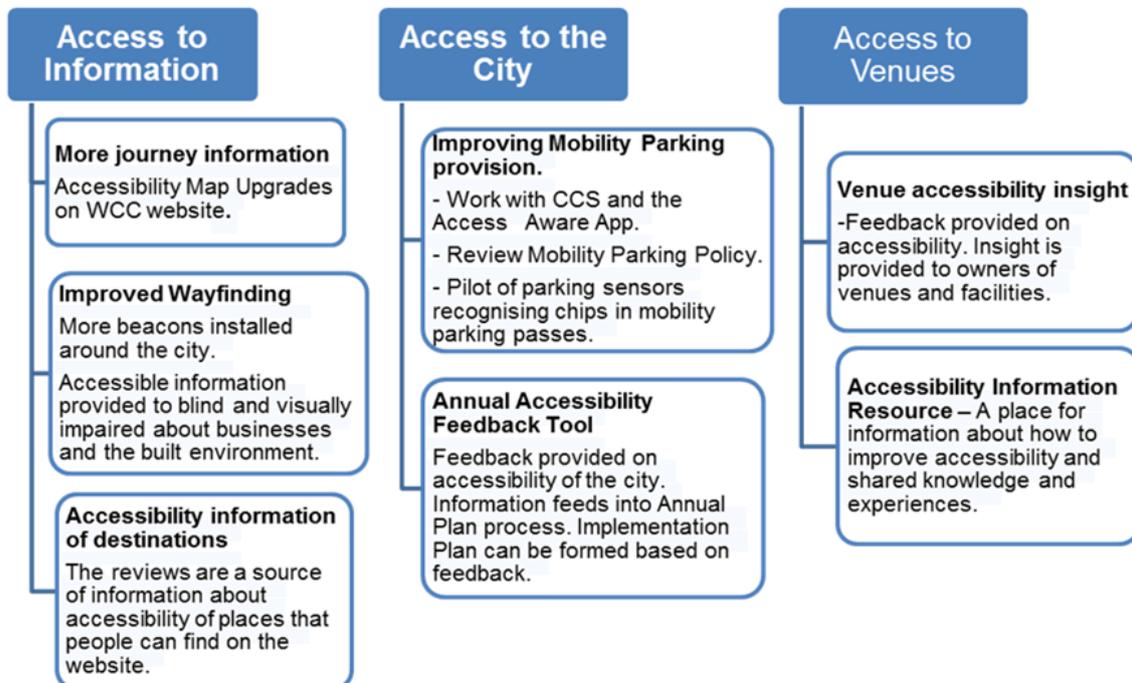
Direct

- Public Streets, roads pavements
- Council owned buildings and facilities
- Public Parking – Mobility Parking and Enforcement
- Council owned Housing
- Consents and Compliance
- Council Events
- Governance

Indirect

- Public Transport
- Private businesses and property

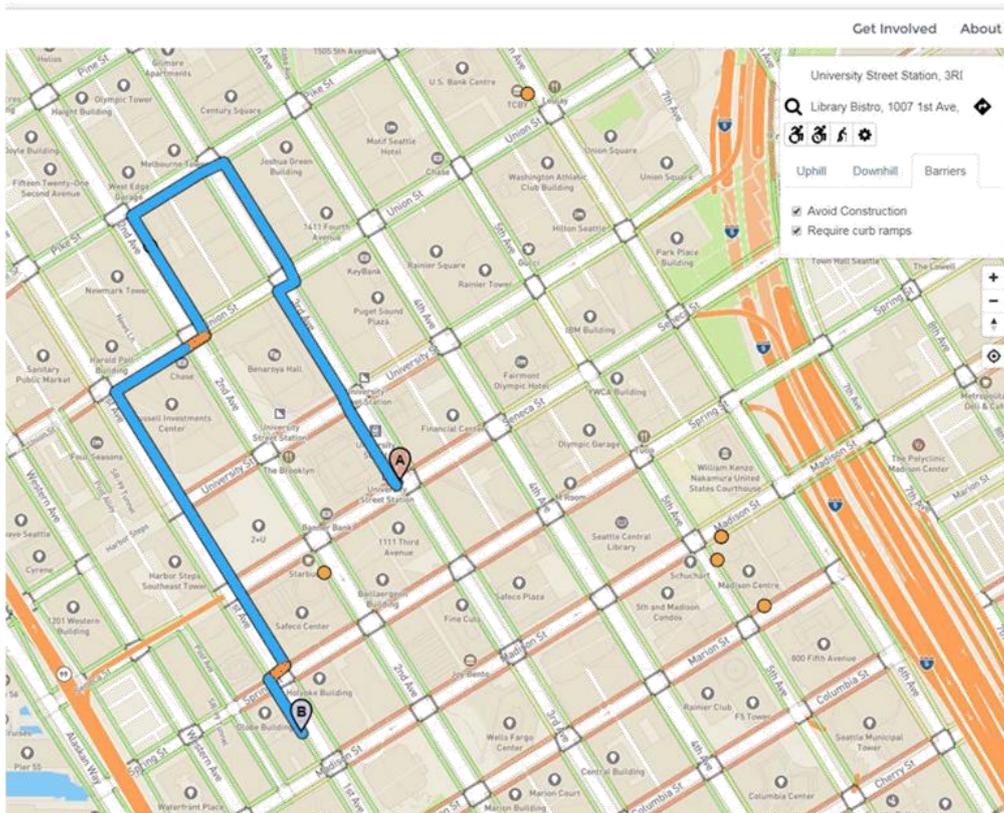
Actions



International Case Studies of Accessible Cities and further reading

Seattle: AccessMap the sidewalk mapping app.

AccessMap is a map-based app used in Seattle that plans accessible routes through the city. Pedestrians with limited mobility can be provided with a route to a destination that is accessible and will avoid features such as inclines that would be problematic or even an accessibility barrier. Google maps do not currently provide such an accessibility feature. The University of Washington's Taskar Center for Accessible Technology, which created the map currently gathers information on elevation, crossings, sidewalks and curb ramps from existing databases. The project is now however entering the next step and is crowdsourcing extra information such as pavement widths and handrails.



Chester UK: Access City Award 2017 Winner

The Access City Award is for cities in Europe that are making it easy for everyone to live there. The Awards are for cities that work to make buildings, parks, transport and many other public areas more accessible for people with disabilities and the elderly. In 2017 the city of Chester was the winner of the award as the city has gone beyond legal minimum requirements for accessibility to ensure the city is used by all.

Chester is an historic city famous for its 3.2 km City Walls which form the most complete circuit of Roman, Saxon and Medieval walls in the UK. It is also well known for the Rows, unique elevated walkways above the four main streets. As an Ancient Monument, access to the City Walls has had to be tackled with great care and sensitivity. Ramps and level access have been introduced over many years and are now at 11 locations. All sections of the elevated Rows have been made accessible with

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a combination of ramps, level access routes, a lift and an escalator. Access points are widely advertised on panels around the city and in the city centre access leaflet.

To enable disabled people needing specialist facilities to enjoy the city for longer, four Changing Places units have been provided. These are larger than standard accessible toilets and include equipment such as hoists, an adjustable height changing bed, washbasin and shower.

The city also improved how people get around with 129 accessible buses. Improved access to municipal buildings allows greater access to participating in city life and the city's website aims to comply with international standards providing accessible information for people.

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Standards New Zealand. 2001. NZS4121:2001 New Zealand Standard: Design for Access and Mobility – Buildings and Associated Facilities. Wellington: Standards New Zealand. Accessed on 2/12/2017 at: <https://www.standards.govt.nz/assets/Publication-files/NZS4121-2001.pdf>

Ministry of Health. 2017. A Guide to Community Engagement with People with Disabilities (2nd edn). Wellington: Ministry of Health. Accessed on 2/12/2017 at: <http://www.health.govt.nz/system/files/documents/publications/guide-community-engagement-people-disabilities-2nd-edn-apr17.pdf>

United Nations. 2006. Convention on the Rights of Persons with Disabilities. New York: United Nations. <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities.html>

Definitions

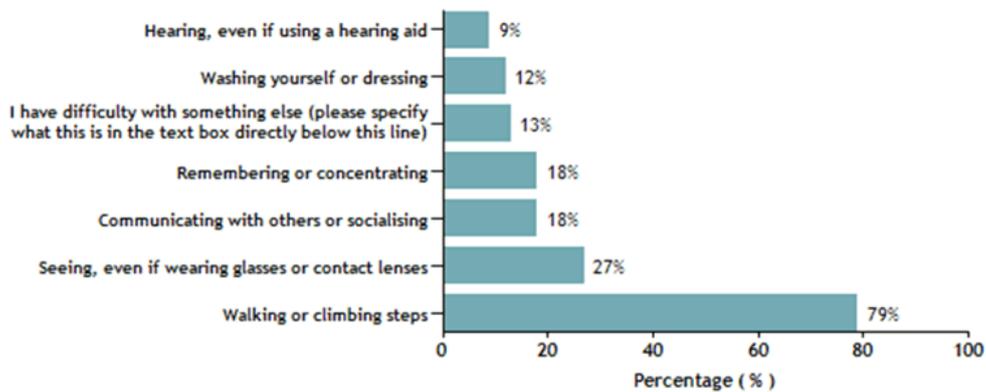
Accessibility - We access all places, services and information with ease and dignity. (New Zealand Disability Strategy, 2016-2026).

Co-design – Disabled people are consulted on and actively involved in the development and implementation of legislation and policies concerning housing (home ownership, social housing and private rentals), transport (public and private), public buildings and spaces and information, communication and technology.

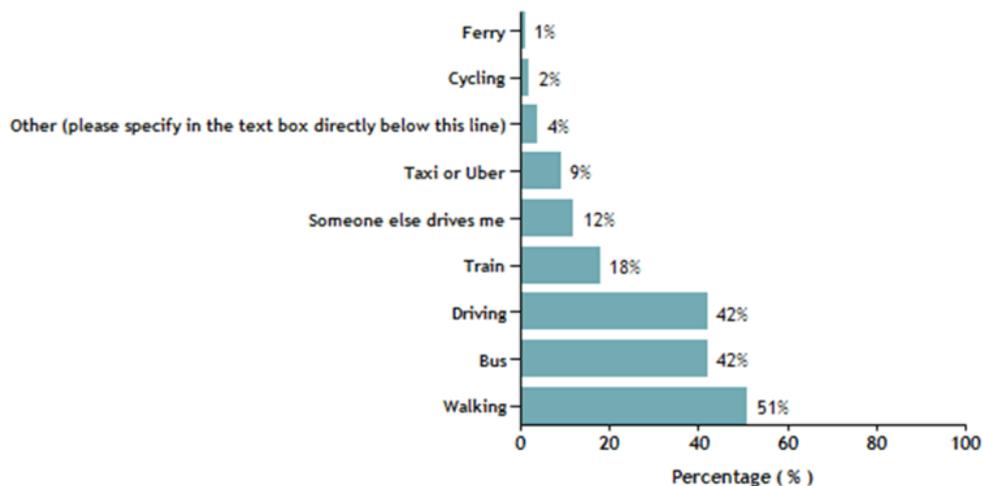
Attachment 2- Survey Results Summary

Below are the key results of questions asked within the 'getting around Wellington' survey. In total there were 577 responses. People were asked about a regular journey they take and how easy or difficult this is.¹

Reported difficulties of respondents -

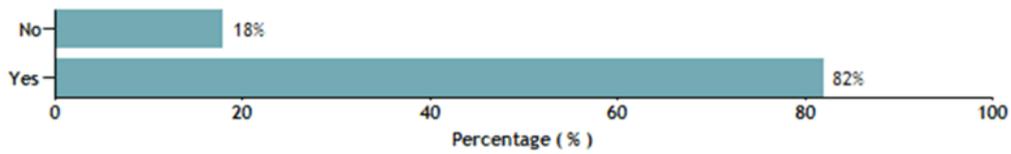


Mode of travel –

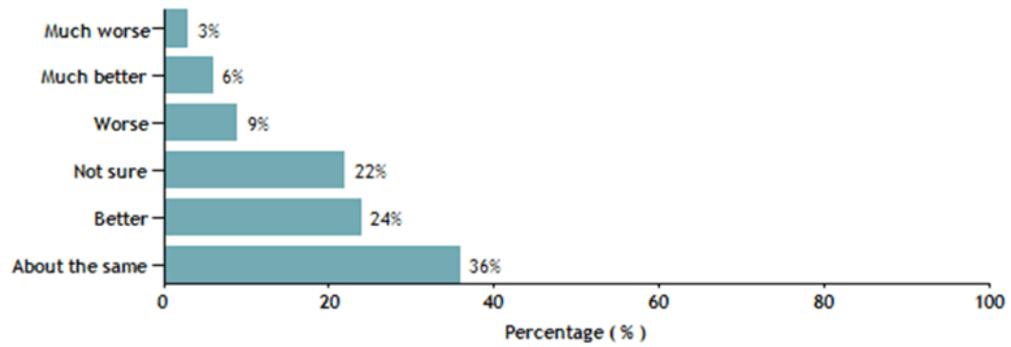


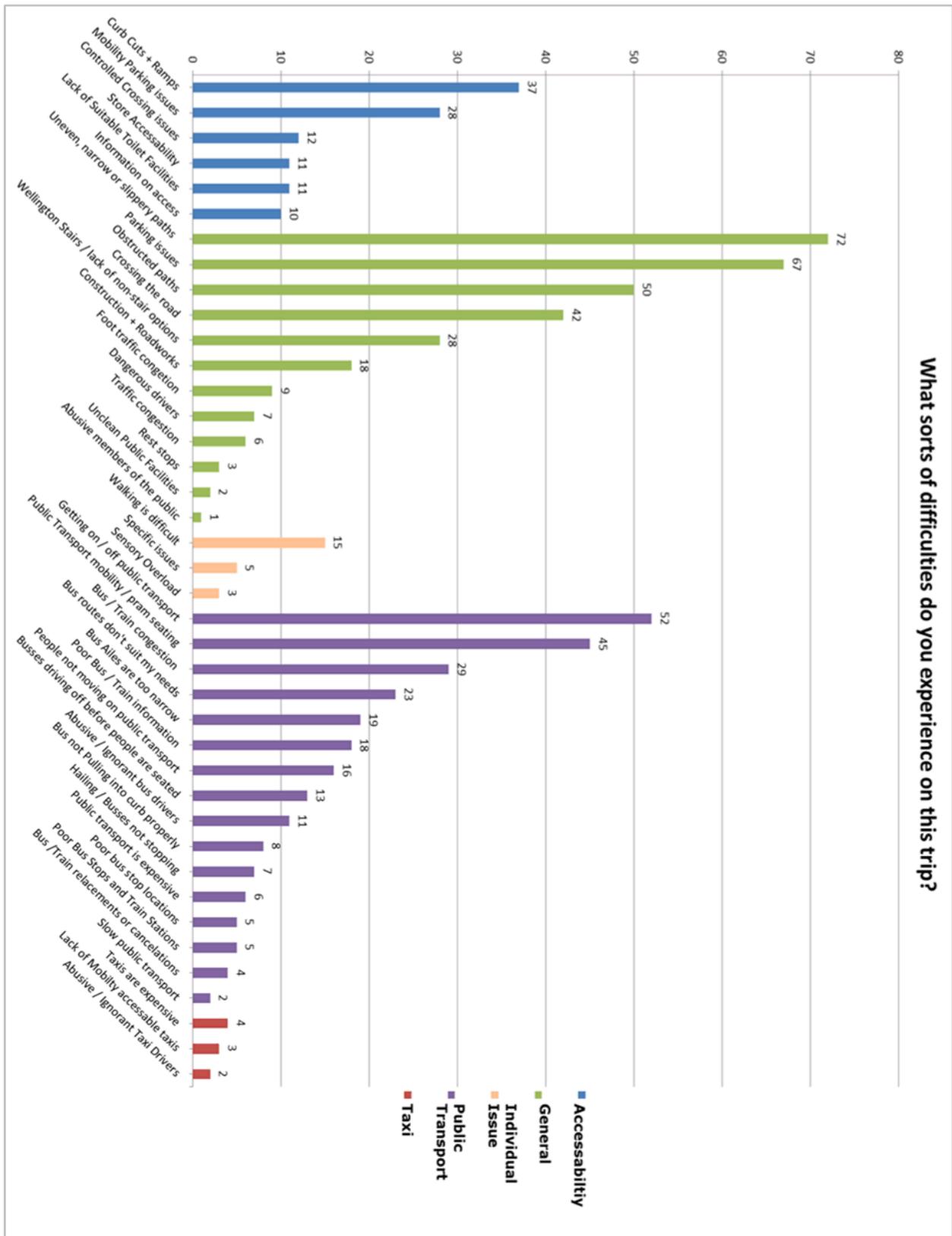
¹ The survey was targeted at those with a disability, the elderly, parents with prams and carers.

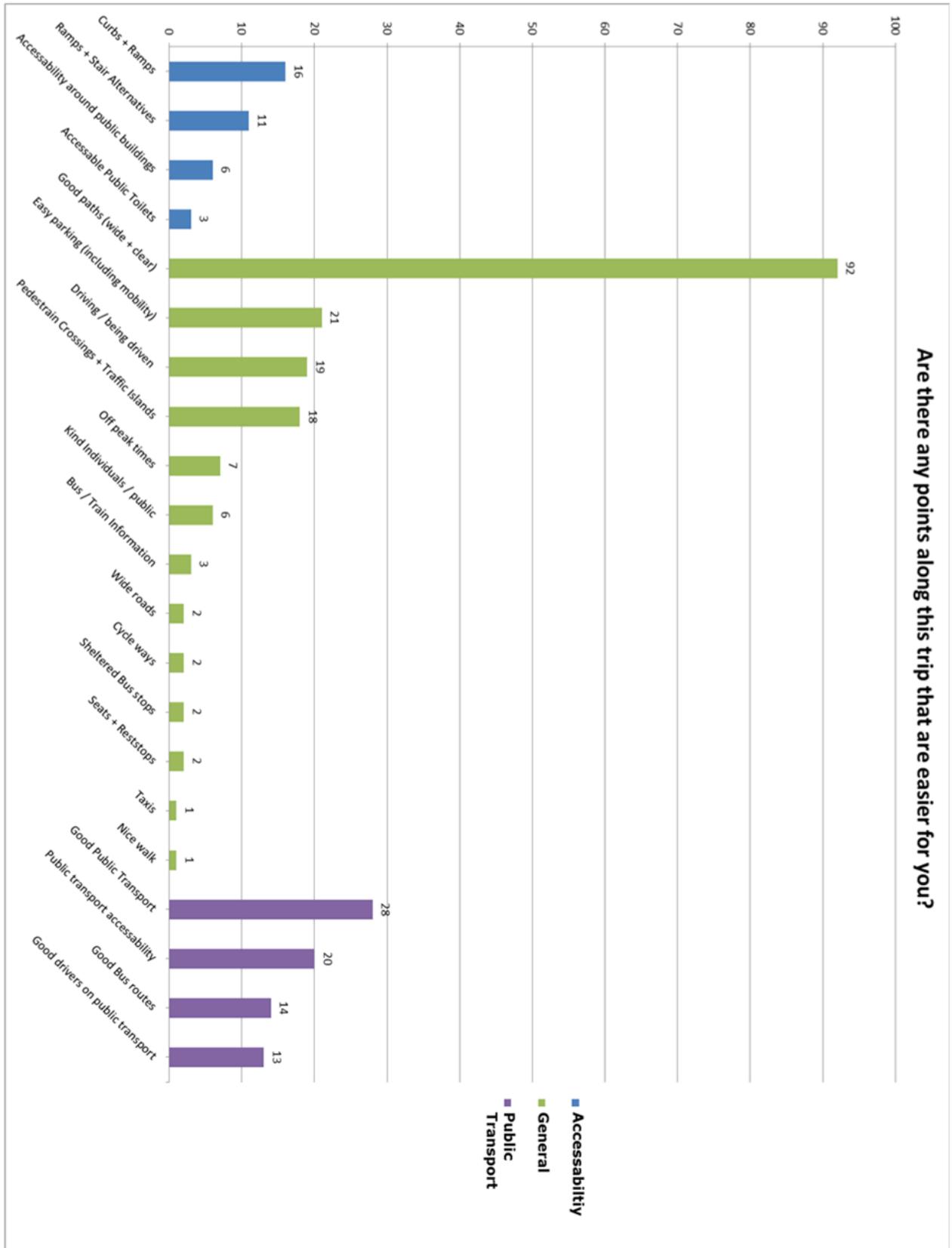
People who experience difficulty on a journey –



Accessibility improvement of Wellington over last 5 years -







4. Operational

WHITMORE STREET - ROAD SAFETY AND INTERSECTION IMPROVEMENTS

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. This proposed traffic resolution was advertised during September 2017, and the public were given 18 days to provide feedback.
3. All feedback received during the consultation period has been included in the attachments of this report and, where appropriate the officers responses have been included.
4. The proposed traffic resolution report was taken forward to the City Strategy Committee on the 16th November 2017 to be considered for approval. As a result of some concerns raised by Living Streets Aotearoa, Councillors asked for further work to be undertaken to address these concerns.
5. In early 2018, officers met with Councillor's Calvi-Freeman and Foster to address the concerns raised by Living Streets Aotearoa. Further design work was completed to a level in which officers are confident that the proposed traffic resolution now adequately addresses the concerns raised, without compromising the initial intent of making the route safer.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Legal Description:

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Whitmore Street	<i>P120 maximum, Monday to Thursday 9am-4pm, Friday 9am-4pm, 6pm-8pm, Saturday and Sunday 8am-6pm.</i>	<i>Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x=1748917.6m, y=5428512.7m), and extending in a north-westerly direction following the kerb line for 11 metres. (3 parallel car parks)</i>
Whitmore Street	<i>P120 maximum Monday to Thursday 9am-4pm, Friday 9am-4pm, 6pm-8pm, Saturday and Sunday 8am-6pm.</i>	<i>Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid coordinates x=1748917.6m, y=5428512.7m), and extending in a north-westerly direction following the kerb line for 23 metres. (4 parallel car parks)</i>

Background

6. On the 16th November 2017 a traffic resolution report (TR 122-17) included in the attachments of this report was taken through to the City Strategy Committee to be considered for approval by councillors.
7. At the City Strategy Committee meeting held on the 16th November 2017 Living Streets Aotearoa gave an oral submission in opposition to the proposed traffic resolution, this was in addition to their written submission which raised concerns with regards to the proposed changes on Whitmore St. Councillors Calvi-Freeman and Foster opted to lay the proposed traffic resolution on the table in response to the concerns raised. Officers were asked to undertake further work on the proposal.
8. Further design work was completed in early 2018 to address the issues raised by Living Streets Aotearoa and following a meeting between officers and Councillor's Calvi-Freeman and Foster it was agreed to bring the report back to the committee for consideration by Councillors.
9. A meeting was held between officers and representatives of Living Streets Aotearoa to discuss the changes to the original design. These changes were well received and officers are confident that they satisfy the concerns originally raised.
10. Revised drawings are provided in the attachments of this report, illustrating the changes to the design.

Discussion

11. The original traffic resolution (TR-122-17) was publicly advertised in the Dominion Post during September and October 2017. Copies were sent to all properties in the affected area and electronic copies were sent to local ward councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
12. A total of five written submissions were received with support for the proposed changes outweighing that of submitters opposing the changes. The written submissions are

included in the original traffic resolution report attached, along with the officer responses. As a result of the revisions made to the original traffic resolution, included below is a further response provided by the officer to Living Street's Aotearoa addressing the organisations previous concerns.

Submitter: Paula Warren on behalf of Living Streets

Address: Not given

Agree: No

- We note that no analysis of improvements for pedestrians is presented with this TR. Pedestrian movements are significant in this area and there are many safety issues related to crossing these roads. The impact of the proposals will be to effectively widen the street for pedestrian crossing purposes and speed the vehicle traffic through while removing any buffer effect from parked cars, all less safe for pedestrians. We would like to see the traffic signals changed along this entire route so that turning vehicles do not proceed when the green-signal pedestrian crossing phase is active. This leads to an unsafe situation on the very wide Waterloo Quay crossing and to unsafe driver behaviour on the very busy Featherston Street pedestrian crossing. In addition Waterloo Quay traffic signals need to provide sufficient time for cyclists to exit the waterfront so that they do not use the pedestrian crossing. We would like to see in addition the inclusion of the missing pedestrian crossing on the southern side of the Whitmore-Featherston Street intersection to improve pedestrian flow and amenity. As part of the Thorndon transport work, our representative and a cycling representative presented plans to divert bikes from Bunny to Whitmore St, in terms of accessing the waterfront. We consider that to be essential. We note that there has been no discussion of how to help cyclists go from Featherston to Whitmore Street and vice versa in these plans.

Officer's Response:

Thank you for your recent submission with regards to the proposed road safety improvements on Whitmore Street (TR 122-17).

The proposed improvements as part of this project are aimed at improving general traffic flow and safety along Whitmore Street by reconfiguring the traffic lanes. The improvements do not involve making the street wider and all improvements do fit within the existing kerb lines. There will be no degradation of the level of service currently experienced by pedestrians with pedestrian phasing times remaining the same or better than what currently exists

There will be some changes carried out to improve the pedestrian crossing located at the southern end of Waterloo Quay. This will involve making the pedestrian waiting area larger. These improvements whilst not part of this project will deliver improvements for pedestrians wanting to access the waterfront as well as for workers accessing the new PWC building currently being developed.

We have undertaken analysis for creating an additional pedestrian crossing across the south side of Whitmore/Featherston St intersection. Our analysis shows that a new pedestrian facility on Whitmore Street would need to be in a dedicated phase as it would be unsafe to turn two traffic lanes through the pedestrian walk. The number of right turners from Featherston street into Whitmore requires two lanes. A dedicated pedestrian phase would need in excess of 30 seconds to run. Our analysis shows that it is not possible to extend the phase or reallocate without

causing unacceptable delays. I will also note that the predominant pedestrian movement is to cross at the signalised crossing directly on the other side of the intersection, whereby there is a direct line of sight from Bunny St and down along Featherston St.

The amended design now retains the central island on Whitmore Street, east of Stout Street. This will give pedestrians a place to wait should they decide to cross the street outside of the designated pedestrian phase times.

The existing traffic signal phasing has been deemed to be sufficient to allow bikes to exit the Waterfront and continue across to Featherston Street. Although further discussions will continue with members of the traffic operations team as how to continuously improve flow through this site.

13. The average daily traffic volume along Whitmore St is approximately 17,800 vehicles per day. The speed limit of the street is 50km/h.
14. Average hourly volumes during the morning peak period see 4180 pedestrians crossing Whitmore Street, in both directions within the section of the street affected by the proposed improvements.
15. There have been 25 crashes along the length of the Street over the past 5 years with most of these involving right turning vehicles from Whitmore St into Stout Street and Featherston Street.
16. The revised design separates through traffic along Whitmore St from that of right turning traffic into Featherston Street and Stout Street, with the signal phasing being amended to give full protection to pedestrians crossing at the signalised crossing at the north end of Stout Street. In addition, traffic waiting to make the right turn from Whitmore St into Featherston St will be able to make the right turn filtering through 3 lanes of oncoming traffic without the added pressure of having through traffic waiting behind.
17. The revised design includes retaining three of the four traffic islands affected by the proposed improvements. These islands, whilst critical for signal pole placement also act as an informal space to wait, should pedestrians wish to cross the street outside of the designated pedestrian crossing phase times.

Next Actions

18. Subject to the outcome of Committee, officers will undertake a number of key actions over the next month. These key activities include:
 - Undertaking detailed design and preparing construction drawings
 - Engaging a contractor from our panel of contractors to undertake the work

Attachments

- Attachment 1. TR 122 - 17 Intersection Improvements [↓](#) Page 42
Attachment 2. Whitmore St revised plans [↓](#) Page 53

Author	Luke Benner, Cycling - Projects Engineer
Authoriser	Paul Barker, Planning Manager, Network Improvement 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 this project will receive 50% subsidy from the national land transport programme.

Policy and legislative implications

This is consistent with the Cycling Policy and the transport hierarchy as far as practical.

Risks / legal

Risks 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

This project seeks to address the road safety issues which have been present along Whitmore St in the past for all users of the street.

An independent road safety audit will be completed following the completion of detailed design.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 122 – 17**Location:** Whitmore Street – Lambton Quay to Waterloo Quay/Customhouse Quay**Proposal:** Road safety and intersection improvements

Information: Wellington City Council is continuously looking at how the city's roading network operates with regards to both efficiency and safety. For some time, we have been looking closely at the way Whitmore Street operates because it is an important link in our roading network and could be safer and working more efficiently. The street is a key route along the edge of the Wellington CBD area and classified as one of the city's principal routes. To the north-west, it connects to the Golden Mile at Lambton Quay and the western suburbs through Bowen Street, Molesworth Street and beyond. To the south-east, it connects to the waterfront area and Waterloo Quay and Customhouse Quay. Whitmore Street also intersects with Featherston Street, which is also a principal road, linking Thorndon Quay with the inner city.

The average daily traffic volume along Whitmore Street is approximately 17,800 vehicles per day. The speed limit on all sections of the street is 50 km/h.

Over the last five years, there have been 25 crashes along the length of the street.

There is an existing peak-hour clearway on the south side of the street between Featherston and Stout streets, which provides an additional traffic lane at busy times (7am to 9am, and 4pm to 6pm, Monday to Friday).

The proposed changes outlined in this report aim to improve connectivity and safety for all traffic moving through Whitmore Street by improving how three intersections operate, which in turn will increase efficiency and improve on safety.

What's proposed

We propose several changes to improve general traffic flow through this area and make the three intersections safer where Whitmore Street meets Customhouse Quay/Waterloo Quay, Featherston Street and Stout Street. The proposed lane arrangements will smooth traffic flow as through-traffic will no longer share with turning traffic. This will require the removal all of the parking on the south side of Whitmore Street between Featherston Street and Stout Street, which currently operates as a clearway during peak times.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Proposed changes include:

- removing seven car parks on the southern side of Whitmore Street between Stout Street and Featherston Street.
- creating a wider left-hand through-lane on the southern side of Whitmore Street between Stout Street and Featherston Street, providing more room for general traffic and those on bikes traveling west.
- creating two new dedicated right-turn bays for vehicles turning from Whitmore Street into Stout Street, and from Whitmore Street into Featherston Street. This will improve the way these intersections work, make them safer, and mean less congestion and hold-ups for through-traffic.
- creating a short left-turn lane on the section of Whitmore Street between Featherston Street and Waterloo Quay to make it easier for people in vehicles to turn left into Waterloo Quay. This will reduce waiting times for people turning, and help improve the way the intersection works.

No parking will be affected along the northern side of Whitmore Street and the southern side between Lambton Quay and Stout Street. The three P120 pay-and-display car parks will be retained, as well as the entire taxi bay.

In the area immediately adjacent to the project site, there will still be approximately 100 on-street P120 car parks available on Stout Street and 55 on Ballance Street. A multi-storey car park building is located on Stout Street, 20m south of Whitmore Street.

Key dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post newspaper | 26 September 2017 |
| 2) Feedback period closes | 13 October 2017 |
| 3) If no objections received, report sent to City Strategy Committee for approval | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Legal description:

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Whitmore Street	<i>P120 maximum, Monday to Thursday 9am–4pm, Friday 9am–4pm, 6pm–8pm, Saturday and Sunday 8am–6pm.</i>	<i>Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 11 metres. (3 parallel car parks)</i>
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Prepared By: Luke Benner (Transport Projects Engineer)

Approved By: Paul Barker (Planning Manager Network Improvement)

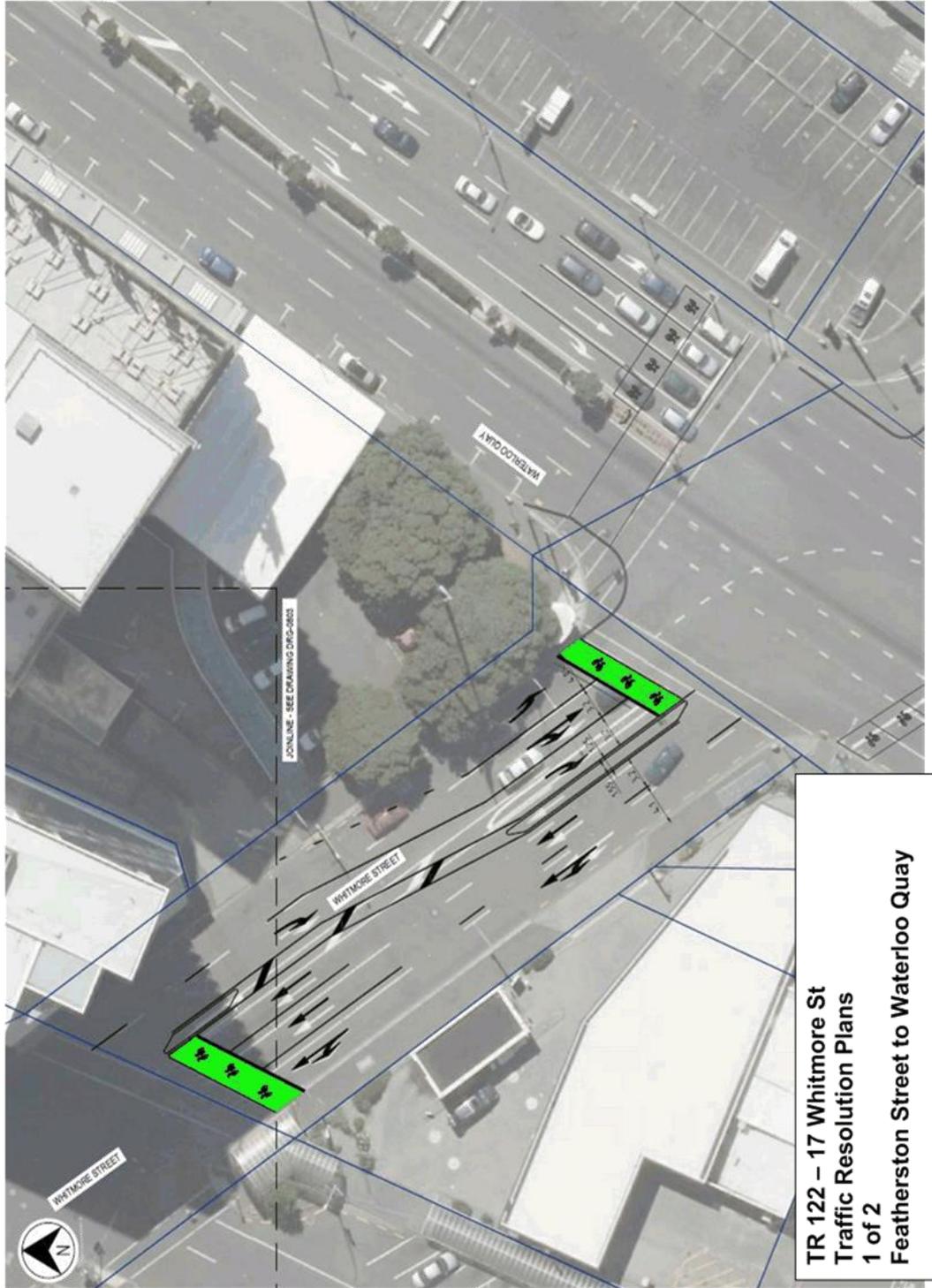
Date: 6/11/17

WCC Contact:

Luke Benner
Transport Projects Engineer
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington 6140
 Phone: +64 21 270 8148
 Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: David Benson-Pope & Jan Flood
Address: Owners of Whitmore Apartment Unit B
Agree: Yes with condition

Thank you for the information in respect of the above, which we received this week. We are the owners of one of the apartments in the Mission to Seamen Building.

As you are aware, Whitmore is already a busy street and generates much traffic noise, especially at peak times.

The proposal will clearly increase that further through the removal of the parking and the consequent extra lane at all times much closer to our building (not just during the peak when the clearway is operating).

We would therefore ask the Council to give consideration to contributing to the installation of double glazing to the Whitmore frontage of the building, to assist in mitigating the noise nuisance.

As you know, the building is a Listed Historic Place, and appears to be the only residential accommodation on the street. Owners are collectively proud of their part in preserving this heritage building for the future. We therefore believe such consideration would be appropriate in the circumstances.

Officer's Response:

Thank you for your recent submission with regards to the traffic resolution as above.

I have taken on board your request for the contribution of costs towards double glazing the frontage of your building. The proposed improvements we feel will have no more of a negative impact in regards to road noise to the residential apartments in the Mission to Seamen Building to what currently exists.

As detailed within the Traffic Resolution Report, approximately 17,800 vehicles use the Street each day and this is not projected to increase beyond that which is seen from population growth. These improvements will however improve travel times and reduce queuing on this street which is important as it is a key route connecting the city with Karori and Thorndon etc.

Submitter: David Harkness
Address: Not given
Agree: Yes

Regular user on morning commute, to cross Waterloo Quay to waterfront to get to Meridian building. Great to separate straight on traffic from left turning traffic at the Post building, as left turn often delayed by pedestrians crossing Waterloo Quay. Strongly support these proposals.

Submitter: Alastair Smith
Address: 5 Durham Crescent, Aro Valley
Agree: Not stated

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*Wider lane on south side of Whitmore between Waterloo and Featherston is dangerous for bikes trying to travel straight through. The wider lane will make it harder for straight ahead cyclists to take the lane, and tempt left turning cars to pass bikes, then cut the cyclist off as the car makes the turn. It would be better to keep the lane narrow, or create a separate straight ahead cycle lane, with education/enforcement to keep the lane clear of cars. * Left turn lane from Whitmore into Waterloo Quay creates an ambiguity as to which lane a bike heading for waterfront should be in. There should be a feeder lane to the right of the left turn lane, to allow bikes to reach the advance stop box. This would be similar to the arrangement for bikes at Bunny St turning into Waterloo Quay. Alternatively there could be a protected bike lane on the north side of Whitmore between Featherston and Waterloo, with a bike sequence in the signal cycle at the Whitmore/Waterloo intersection. * hook turn zone at Whitmore/Stout intersection is a good idea, making it easier for bikes to turn right from Whitmore into Stout.

Officer's Response:

Thank you for your recent submission with regards to the proposed road safety improvements on Whitmore Street (TR 122-17). As a result of the proposed improvements the left hand lane of Whitmore Street between Waterloo Quay and Whitmore Street will be significantly wider. The left hand lane of Whitmore Street between Whitmore St and Stout St will also be slightly wider. We believe this will improve safety for both those on bikes and in vehicles as there will be more room and the potential for close encounters and potential accidents between the users will be drastically reduced. As shown on the plans, advanced stop boxes will be provided at the intersections along Whitmore St so this extra width will give room for cyclists to make their way into the advanced stop box if they are a fair distance back in the queue.

I note in your submission that you have concerns about the dedicated left hand turn lane from Whitmore St onto Waterloo Quay and how cyclists are expected to know which lane to be in, in order to reach the waterfront. Sufficient road markings will be applied further back in the lane to indicate to road users which lane they should be in dependant on where they are travelling. When cyclists are travelling through here and there is queuing at the intersection, an allowance has been made in the design to ensure that this lane is sufficiently wider than the two others, whereby allowing room for cyclists to make their way to the front of the queue and wait in the advanced stop box.

Submitter: John Milford on behalf of Wellington Chamber of Commerce
Address: Level 7 JacksonStone House, 3-11 Hunter Street
Agree: No

The Chamber writes to **oppose** this proposed traffic resolution TR 122-17.

The proposal removes all seven car parks on the south side of Whitmore Street between Featherston Street and Stout Street, aiming to "improve connectivity and safety for all traffic moving through Whitmore Street by improving how three intersections operate, which in turn will increase efficiency and improve on safety" citing that there have been 25 crashes along the length of the street over the past five years. Council mitigation of the loss of seven car parks is that "In the area immediately adjacent to the project site, there will still be approximately 100 on-street P120 car parks available on Stout Street and 55 on Ballance Street. A multi-storey car park building is located on Stout Street, 20m south of Whitmore Street".

The Chamber does not accept that to "improve connectivity and safety for all traffic" that these seven car parks need to be removed, losing their use in off peak times. The rationale provided in

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Me Heke Ki Pōneke

the proposal does not make clear why the status quo arrangement, whereby there is a clearway at peak times and use of parking outside these times, does not satisfy the stated goal. The Chamber believes that further explanation and evidence is required to support the stated aim of the proposal. Furthermore, little detail is provided about the full safety concerns the Council has beyond that there were "twenty five crashes" along the length of Whitmore Street, or, given there are several intersection on this stretch of road, how many of these crashes were at or around this particular intersection or the nature of them. Nor does the proposal explain how the removal of these car parks will reduce or is likely to reduce the number of crashes. The Chamber was also surprised that given the new parking technology adopted by council the proposal did not provide the 'smart' parking information about how often the seven car parks are used, and the general demand there is for parking in this particular zone of the city.

We appreciate that the proposed change introduces a turning lane to allow traffic to turn onto Featherston Street and turning onto Stout Street at the respective ends of this middle intersection. This seems sensible. However, it appears from the maps provided that the creation of the turning lane impacts the north side of Whitmore Street, compressing those lanes, rather than the opposite side of the street currently occupied by these seven parks. It is also not clear why the parks need to be removed in order to create this turning lane, given the width that appears on the supporting documentation. Regardless, the Chamber does not support the removal of these parks and supports the status quo which features a clearway during peak hours that will accommodate this new turning lane.

This submission serves to highlight a broader concern of the Chamber and its members. Parking in the CBD has been an issue for some time, the lack of availability has only been compounded with the loss of three major carparking buildings due to the earthquakes. Chamber members regularly voice their concern to us through our quarterly business confidence surveys and in our most recent

June survey one member commented "the significant loss of parking facilities, is making the city a very unfriendly place to meet in." Regular meetings held with Council, of CBD retailers and hospitality representatives, regularly canvass this as a growing unresolved issue and a turn off for customer attraction. The Mayor's own summit report lists "transport and parking as a challenge."

In short, the Chamber will not support the removal of any more carparks until the council has a CBD- wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage.

Officer's Response:

Thank you for your submission on behalf of the Wellington Chamber of Commerce with regards to the proposed road safety improvements on Whitmore Street (TR 122-17). As you are aware the proposed improvements aim to improve traffic flow through Whitmore Street whilst delivering significant improvements and ultimately reducing the potential for further accidents. Of the 25 accidents recorded along Whitmore St over the past 5 years, 65 % or 16 of these accidents occurred at the intersections with the remainder occurring in between these. There were 3 accidents at the intersection of Stout St/ Whitmore St and a further 10 at the Featherston/Whitmore intersection over the five year period between 2012-2016.

As a result of the sheer number of accidents at these two intersections, the safety improvements proposed within the traffic resolution will make safer the right turn movements into both Stout St and Featherston St from Whitmore St. By creating dedicated right turn lanes here, the effects on queuing, whereby current through traffic and right turners are having to share the same lane will be drastically reduced. Further to this the removal of the seven carparks is required to deliver three

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dedicated through traffic lanes and therefore reduce the amount of queuing currently occurring which will ultimately deliver further capacity within this section of the network.

Extensive modelling has shown that the proposed changes will not only deliver improved traffic flow during peak times but also during the midday period between midday and 2pm and during weekends.

Prior to commencing design work, we undertook parking utilisation and turnover surveys in February and again in June this year. Key observations from this data were:

- The target occupancy of 85% from 8am-6pm is only neared or exceeded for around 3 hours near midday.
- Relatively high parking turnover of 4-8 vehicles

We therefore feel that the removal of these seven carparks will not have a significant impact as there is an abundance of other accessible parking nearby.

Submitter: Paula Warren on behalf of Living Streets
Address: Not given
Agree: No

We note that no analysis of improvements for pedestrians is presented with this TR. Pedestrian movements are significant in this area and there are many safety issues related to crossing these

roads. The impact of the proposals will be to effectively widen the street for pedestrian crossing purposes and speed the vehicle traffic through while removing any buffer effect from parked cars, all less safe for pedestrians. We would like to see the traffic signals changed along this entire route so that turning vehicles do not proceed when the green-signal pedestrian crossing phase is active. This leads to an unsafe situation on the very wide Waterloo Quay crossing, and to unsafe driver behaviour on the very busy Featherston Street pedestrian crossing.

In addition Waterloo Quay traffic signals need to provide sufficient time for cyclists to exit the waterfront so that they do not use the pedestrian crossing. We would like to see in addition the inclusion of the missing pedestrian crossing on the southern side of the Whitmore-Featherston Street intersection to improve pedestrian flow and amenity. As part of the Thorndon transport work, our representative and a cycling representative presented plans to divert bikes from Bunny to Whitmore St, in terms of accessing the waterfront. We consider that to be essential. We note that there has been no discussion of how to help cyclists go from Featherston to Whitmore Street and vice versa in these plans.

Officer's Response:

Thank you for your recent submission with regards to the proposed road safety improvements on Whitmore Street (TR 122-17).

The proposed improvements as part of this project are aimed at improving general traffic flow and safety along Whitmore Street by reconfiguring the traffic lanes. The improvements do not involve making the street wider and all improvements do fit within the existing kerb lines. There will be no degradation of the level of service currently experienced by pedestrians with pedestrian phasing times remaining the same as what currently exists.

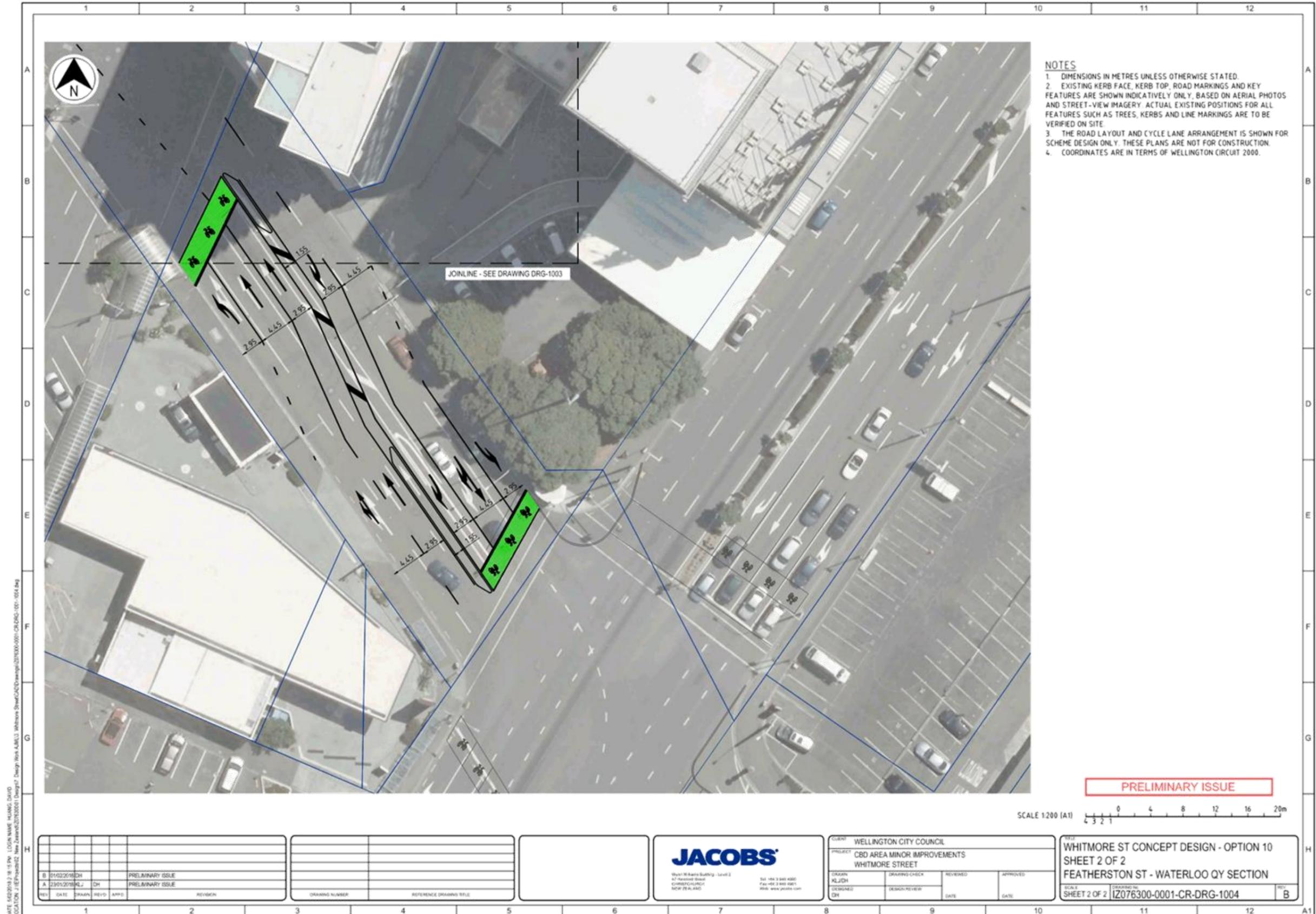
PROPOSED TRAFFIC RESOLUTION

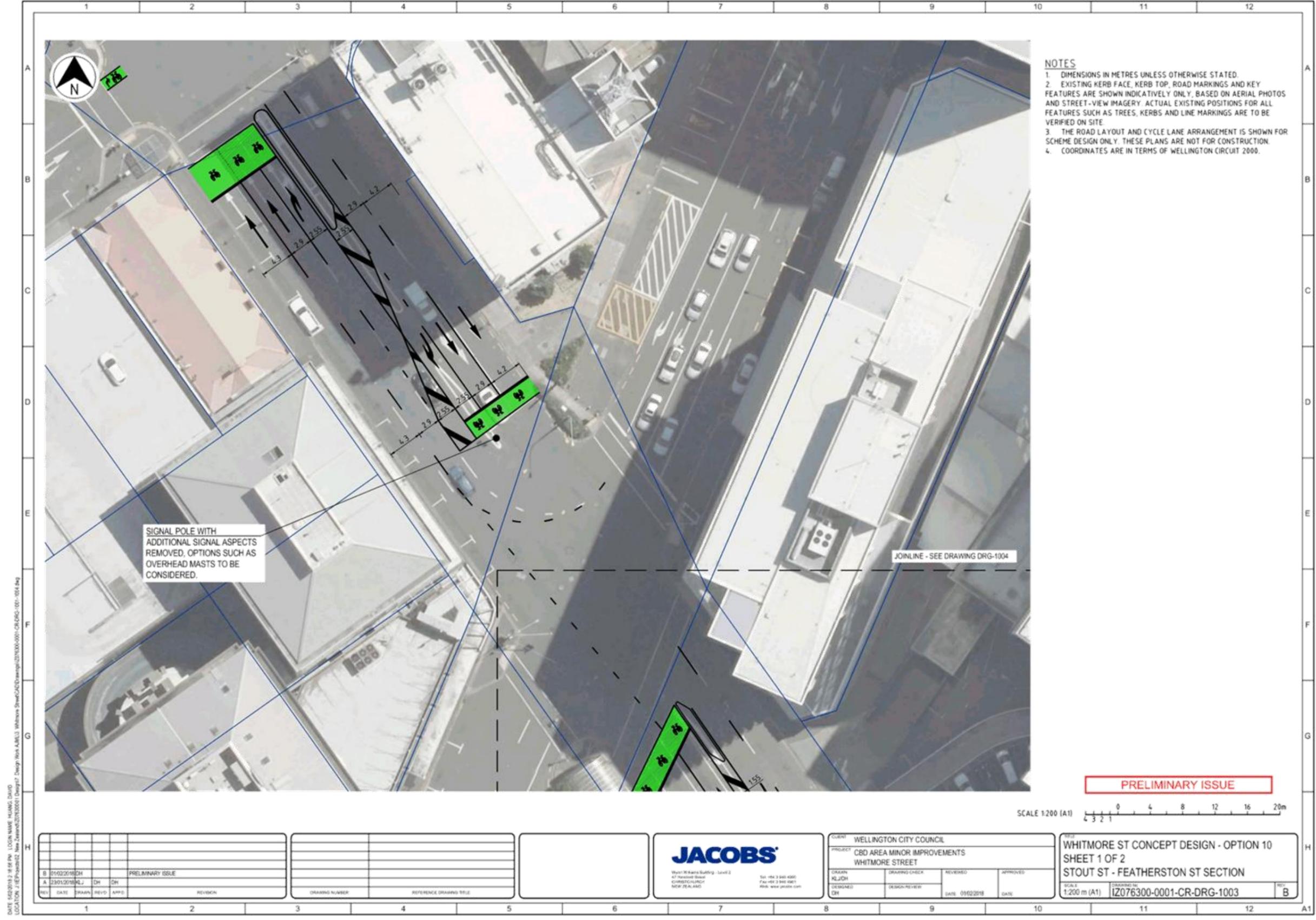
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There will be some changes carried out to improve the pedestrian crossing located at the southern end of Waterloo Quay. This will involve making the pedestrian waiting area and the on road crossing larger. These improvements whilst not part of this project will deliver improvements for pedestrians wanting to access the waterfront as well as for workers accessing the new PWC building currently being built.

Creating an additional pedestrian crossing across the south side of Whitmore/Featherston St intersection is not possible as this will cause major issues for other road users within this section of road including excessive vehicle queuing on other approaches which has been deemed to be unacceptable. I will also note that the predominant pedestrian movement is to cross at the signalised crossing directly on the other side of the intersection, whereby there is a direct line of sight from Bunny St and down along Featherston St.

The existing traffic signal phasing has been deemed to be sufficient to allow bikes to exit the Waterfront and continue across to Featherston Street. Although further discussions will continue to see if the phase here can be given more time as we are seeing more cyclists use this leg.





- NOTES**
1. DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. EXISTING KERB FACE, KERB TOP, ROAD MARKINGS AND KEY FEATURES ARE SHOWN INDICATIVELY ONLY, BASED ON AERIAL PHOTOS AND STREET-VIEW IMAGERY. ACTUAL EXISTING POSITIONS FOR ALL FEATURES SUCH AS TREES, KERBS AND LINE MARKINGS ARE TO BE VERIFIED ON SITE.
 3. THE ROAD LAYOUT AND CYCLE LANE ARRANGEMENT IS SHOWN FOR SCHEME DESIGN ONLY. THESE PLANS ARE NOT FOR CONSTRUCTION.
 4. COORDINATES ARE IN TERMS OF WELLINGTON CIRCUIT 2000.

DATE: 04/02/2018 11:48 AM LOGIN NAME: HUNING DAVID
 LOCATION: J:\EProjects\102 - New Zealand\2018\001 - Design\7 - Design\Work\A\ML3 - Whitmore Street\CD\Drawings\12076300-0001-CR-DRG-1001-1004.dwg

REV	DATE	DESIGN	REVISED	APP'D	REVISION
B	01/02/2018	DH	DH		PRELIMINARY ISSUE
A	23/01/2018	MLJ	DH		

DRAWING NUMBER	REFERENCE DRAWING TITLE



CLIENT: WELLINGTON CITY COUNCIL			
PROJECT: CBD AREA MINOR IMPROVEMENTS WHITMORE STREET			
DESIGNED: MLJ/DH	DRAWING CHECK: []	REVIEWED: []	APPROVED: []
DATE: 09/02/2018	DATE: []	DATE: []	DATE: []

TITLE: WHITMORE ST CONCEPT DESIGN - OPTION 10	
SHEET 1 OF 2	
STOUT ST - FEATHERSTON ST SECTION	
SCALE: 1:200 (A1)	DRAWING NO: 12076300-0001-CR-DRG-1003

BAND ROTUNDA REDEVELOPMENT

Purpose

1. This paper requests the Committee's approval for officers to seek expressions of interest from the market for the redevelopment of the Band Rotunda at Oriental Bay.

Summary

2. Officers provided an update on the state of the building to Councillors and discussed possible redevelopment options at a workshop in July 2017.
3. The Band Rotunda requires extensive remediation due to deterioration of the concrete slab between the upper and lower levels of the building. Council's engineers have determined that the building is not safe for occupation.
4. Given the nature of the structural issues and the closure of the building, no seismic assessment has been completed so it is not currently classified as earthquake prone.
5. The previous lessee requested an early lease termination and at that point the ownership of the upper part of the building (formerly used as the restaurant) reverted to Council.
6. Rehabilitation of the building will need to include replacement of the inter floor slab which is likely to require removal of the upper part of the building. Any redevelopment will also need to address rising sea levels affecting the lower part of the building.
7. No Council funding has been allocated to the building's redevelopment in the current LTP. This is based on the assumption that it will be fully funded by the successful third party redevelopment proposal.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Agrees that officers seek Registrations of Interest from the market for the redevelopment of the Band Rotunda at Oriental Bay.
3. Notes that the process and assessment criteria for responses will be in accordance with paragraphs 8, 9 and 10 of this paper.
4. Notes that officers will bring recommendations back to the Committee following the market process.

Discussion

Process

8. Officers propose a two stage process where Registrations of Interest (ROI) are sought from the market with shortlisted responses then being invited to submit a Request for Proposal (RFP).
9. Proposals will be assessed against the following criteria:
 - commercial viability (in relation to both the redevelopment project, and any ongoing operational activity proposed for the building);
 - construction that is long-lasting, suited to the marine environment and addresses potential climate change impact;
 - provision for publicly accessible commercial use;
 - provision to accommodate current amenity requirements;
 - contribution to heritage, local landmark and urban design values.
10. The proposed timeline is as follows:

ROI documentation developed	Completed 14 May 2018
ROI advertised in the market	14 May to 11 June 2018
ROI response evaluation	Completed 18 June 2018
Approval to proceed to RFP or other method	CSC Meeting 21 June 2018
RFP response period for selected parties	Commences 2 July 2018
Public consultation	To be determined
Assessment and negotiation of proposal	To be determined
Recommendation to City Strategy Committee	To be determined

Attachments

Nil

Author	Peter Brennan, Manager Property
Authoriser	Andy Matthews, Chief Financial Officer

SUPPORTING INFORMATION

Engagement and Consultation

To be determined as part of recommendation whether to proceed to Request for Proposal stage.

Treaty of Waitangi considerations

None at this stage.

Financial implications

To be considered as part of the analysis of ROI/RFP responses. No Council funding has been allocated to the building's redevelopment in the current LTP, this is based on the assumption that it will be fully funded by the successful third party redevelopment proposal.

Policy and legislative implications

To be determined as part of the analysis of ROI/RFP proposals.

Risks / legal

To be determined as part of the analysis of ROI/RFP proposals.

Climate Change impact and considerations

Climate change considerations will form part of the assessment criteria in relation to both the remedial construction works and ongoing maintenance/asset management regime.

Communications Plan

If CSC approves the request to seek expressions of interest, we would:

- i) advertise on GETS;
- ii) place a notice in the Dominion Post; and
- iii) place a featured article on Council's website; and
- iv) make specific contact with those who have previously expressed an interest in the development.

Health and Safety Impact considered

Appropriate Health and Safety and Safety in Design plans will form a critical part of any successful proposal.

COMMUNITY INFRASTRUCTURE RESILIENCE PROJECT: EMERGENCY WATER SUPPLY INFRASTRUCTURE ON RESERVES

Purpose

1. To obtain Committee approval for the installation and ongoing operation of Community Water Stations (CWS) at Huntleigh Park (Crofton Downs) and Glenside Reserve (Glenside) by way of an easement. The CWS include water bores and associated equipment and structures as described and depicted in attachment 1.

Summary

2. Officers have previously briefed Councillors on the Community Resilience (CIR) programme. This paper does not seek to replicate that advice with the CIR programme summary included as attachment 2.
3. In December last year, this Committee approved seven CWS sites within reserves. Two further sites are now proposed after some of the earlier sites proved to have insufficient water supply to establish a CWS.
4. The two new sites require a bore and associated equipment to extract and supply the water. It is proposed to grant easements under the Reserves Act 1977 for the proposed infrastructure.
5. The equipment will be owned by Council, with Wellington Water Limited (WWL) installing and maintaining it under a separate maintenance agreement.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to grant easements to Council over land held as Recreation Reserve under the Reserves Act 1977 and legally described as *Pt Sec 7, Kaiwharawhara District and Lot 2 DP17482* (Huntleigh Park) and *Section 2 SO 451944* (Glenside Reserve).
3. Delegates to the Chief Executive Officer all necessary powers to agree and register the easements.
4. Notes that any approval is conditional on:
 - a. appropriate iwi consultation
 - b. public notification under sections 119 and 120 of the Reserves Act 1977.
 - c. no sustained objections resulting from the above consultation and notification.
5. Notes that a further report will be submitted (if necessary) to summarise submissions and decide whether or not to uphold objections.
6. Notes that the work associated with the above will be subject to all relevant regulatory consent requirements.
7. Notes that Council will allow WWL and its contractors, access for the construction work and ongoing maintenance by way of permits.

Background

6. In the event of a major earthquake the potable water network could be disrupted for up to 100 days, leaving many without access to drinking water.
7. In response to this, WWL has created a Community Infrastructure Resilience (CIR) programme to install (among other things) Community Water Stations (CWS). Refer to attachment 2 for the CIR summary document.
8. Other CIR projects include building new water reservoirs, upgrading existing reservoirs, subsurface water exploration (on land and sea), and the evaluation of desalination treatment for potable supply.
9. WWL is currently developing a network of 22 CWS that would draw upon either surface or groundwater supplies. These CWS will extend the existing network of water collection and distribution points where people can access drinking water. The aim of this programme is for every person to be within 1,000 metres of a drinking water collection point.
10. To increase community resilience the CWS will supply approximately 300 distribution points at locations within Wellington, Porirua, Lower Hutt and Upper Hutt cities.
11. Approximately 20 reserves, as well as a number of non-reserve sites, across Wellington City were originally identified as having potential to provide an emergency water source. A range of criteria were used, including proximity to:
 - existing reservoirs
 - population centres
 - critical customers
 - known liquefaction, tsunami or secondary hazard zones
 - contamination sources (such as areas of historic contamination)
 - “island” boundaries
 - accessibility post-disaster
12. In addition to the above selection process, PSR reviewed the sites with regard to reserve values and uses set out in management plans. Seven preferred sites were selected and concept designs that minimised impacts were developed in consultation with PSR. Since then, additional sites have been identified at Huntleigh Park in Crofton Downs and at Glenside Reserve.

Discussion

13. The CWS will be owned by Council, but installed and maintained by WWL. For this reason the easements will be in Council's name. The proposed CWS will contain pumps, water treatment equipment and water storage bladders.
14. The CWS will be as unobtrusive as possible. To that end, site solutions are specific to each site and the outcomes of community engagement (refer to attachment 1). Landscaping and other mitigation measures will be carried out under the direction of PSR to address construction effects, visual impact and ensure any new structures are well integrated into each site.
15. WWL have worked with PSR and the community to propose a site and design for each structure that fits well and complements existing use and enjoyment of the reserves. For example, the Glenside Reserve proposal is designed to look like a rural farm type building/shed with a small additional space for the garden restoration group at the Halfway House to store tools and equipment.

16. The Huntleigh Park proposal includes additional seating and a drinking fountain at the park. At this stage, there are two location options at Huntleigh Park. Given the very tight timeframes to get the infrastructure built this financial year, the applicant has included two options for public notification that enable further discussion with the Play Centre group to find a location that works both operationally and minimises effects on the current and future use of the reserve. Option A is out of the main park area and does not impact the wider reserve area with closer access to the road to fill the water bladders. Option B is a more public facing location and closer to the bore. WWL and officers will work with the Play Centre before making a final location decision.
17. The groundwater bores will consist of 150mm steel cased underground bore and above ground headworks. The headworks will be covered with a casing and located as discretely as possible to minimise visual impacts. Landscaping may be required however access to the bores for testing and maintenance is required.

Options

18. When the Reserves Act was drafted, some 40 years ago, present needs were not anticipated. Public utilities were only envisaged under s48, which gives the power to grant easements (rather than leases) for infrastructure.
19. While a lease would be a better fit for the above-ground elements of the CWS contained within the various parks, legal advice is that the legislation directs us towards easements under s48 due to the constraints of the Reserves Act. The shorter term, above-ground, elements may be held under unregistered easements.
20. The bores are intended to be permanent installations and largely below ground, therefore registered easements (for this element) are appropriate.
21. Alternatives have been considered, and the project is for the public good of community resilience in the event of an emergency. In each scenario, the effects have been mitigated through careful choice of site specific solutions.
22. The Committee can either choose to approve or decline either of the easements. Similarly, on receiving feedback from the public notification for the easements, the Committee can choose to uphold objections.
23. Declining the easements would have an impact on the progress of the CIR project to meet its project objectives of improving community resilience.

Next Actions

24. If the proposed resolutions are accepted, officers will advertise the proposal at the end of this week and as required by the Reserves Act.
25. If objections are received that cannot be resolved, then these will be reported to Committee for further consideration.

Attachments

- Attachment 1. [Concept Plans](#) [↓](#) Page 64
Attachment 2. [Community Infrastructure Resilience Programme](#) [↓](#) Page 68

Author	Rebecca Ramsay, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public notification is required and will be carried out as per section 119 and 120 of the Reserves Act 1977. Both WWL and officers have engaged with the community prior to preparing the attached plans and through the process of testing to see if there was suitable water supply at each site. The plans are a product of finding a site and design solution for the resulting infrastructure that fits well with the use and values associated with both sites.

WWL have engaged directly with the key stakeholders of each site including community groups, organisations and clubs that have an interest in the reserves. This includes the following:

Glenside Reserve

- Glenside Progressive Association
- Halfway House and adjacent landowners
- A letter drop to the neighbouring residents ahead of construction
- Newlands/Paparangi horse riding society (via the Park Ranger)

Huntleigh Park

- Attendance at a community run event in the park
- Letter drop to neighbouring residents

Further discussion with community members over the coming weeks is likely and may result in minor changes to the location and/or design.

Treaty of Waitangi considerations

WWL will consult with iwi as required and there are no Treaty of Waitangi considerations.

Financial implications

There are none as all costs associated with the construction and remedial works will be met by WWL and they will also pay for all costs (survey and legal) associated with the granting of the easements.

Policy and legislative implications

This proposal is consistent with Council's requirements for a robust water supply network under the Long Term Plan and improving resilience.

Risks / legal

Council will use its solicitors to prepare and finalise the easement instruments and agreements.

Climate Change impact and considerations

There will be none.

Communications Plan

WWL has a detailed communications plan for this project. PSR will work with WWL, on approval of this paper, to ensure all of the interest groups, clubs, park users, neighbours and general public have access to the proposed development information and have their views heard by the Council as required by the Reserves Act 1977.

Health and Safety Impact considered

Health and Safety is addressed in the PSR landowner approvals (permit for the construction period) through conditions of approval and WWL's construction management plans.



We all have a role to play in getting our emergency water sorted

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.



DAY
0 - 7

You'll be relying on yourself, and the water you have stored at home. You should have 20 litres of stored water for every person in your household, every day – for at least seven days.

That's 560 litres for an average four-person home.



DAY
8 +

From day eight onwards Community Water Stations will be operating. By mid 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, Lower Hutt and Upper Hutt. The above-ground emergency water network will be the main source of water until we can repair damaged pipes.

GLENSIDE RESERVE COMMUNITY WATER STATION

Our work to supply Wellington with water after a significant earthquake has identified Glenside Reserve as a potential site for an alternative water source.



Did you know: After a major quake some suburbs could be without water for more than 100 days. Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. **Decisions on the design and location of each new structure are based on availability of water, site accessibility, and landowner preference.**

What will the water station look like?

The water treatment unit and distribution equipment will be housed in a purpose built 'kitset' garage.

The style will be in close connection with the heritage features in other parts of Glenside Reserve. The water station will be finished in a style to match the Halfway House.

What needs to happen to access water?

Groundwater will be extracted through a new emergency well. The well was drilled to a maximum of 100 metres.

A small ground-level structure (a well-head) will include a back-flow preventer. This will protect the water supply from contamination or pollution due to backflow. A 'camlock coupler' will also be situated at the ground-level structure to connect and disconnect hoses. This equipment will be directly above the well.

How will it operate?

We're collaborating with our client councils and the Wellington Region Emergency Management Office. Work to define the roles, responsibilities, and processes for operating the above-ground emergency water network is under development.

How much water will it provide?

FROM DAY 8
onwards this water station will provide around
72,000 LITRES PER DAY
of treated water after a significant earthquake

Providing approximately
3,600 PEOPLE
in the surrounding community

WITH 20L OF WATER every day

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Our water, our future.

PROPOSED LOCATION



CONCEPT VISUALISATION





We all have a role to play in getting our emergency water sorted

Wellington Water is working with local councils and government to help make sure communities are prepared and ready to recover from a significant earthquake. Everyone has a role to play in being prepared.



DAY
0 - 7

You'll be relying on yourself, and the water you have stored at home. You should have 20 litres of stored water for every person in your household, every day – for at least seven days.

That's 560 litres for an average four-person home.



DAY
8 +

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By mid 2018, at least 22 Community Water stations will be strategically located throughout Wellington, Porirua, Lower Hutt and Upper Hutt. The above-ground emergency water network will be the main source of water until we can repair damaged pipes.

HUNTLEIGH PARK COMMUNITY WATER STATION

Huntleigh Park is a popular recreational area for residents of Crofton Downs and Ngaio. Our work to supply Wellington with water after a significant earthquake has identified Huntleigh Park as a potential site for an alternative water source.

Did you know: After a major quake some suburbs could be without water for more than 100 days. Drinking and wastewater pipes cross Wellington fault-lines multiple times. In the event of a major quake these pipes will be damaged. There will be no water coming from your taps, and you will not be able to use the toilet.

Wellington's Community Water Stations

We're establishing at least 22 water stations across the region. At some sites we are drilling new wells to source water, and at other sites water will be taken from streams. Decisions on the design and location of each new structure are based on availability of water, site accessibility, and landowner preference.

What will the water station look like?

The Community Water Station structure will be located near the Ngaio Playcentre. The water treatment unit and distribution equipment would be stored inside.

The exterior of the water station is a screen structure of timber slats. Within the screen a 2.5 metre by 6.5 metre container will store pumps, hoses and treatment equipment to treat and distribute the water.

What needs to happen to extract water?

Groundwater will be extracted through a new emergency well. The well was drilled to a maximum of 100 metres.

A small ground-level structure (a well-head) will include a back-flow preventer. This will protect the water supply from contamination or pollution due to backflow. A 'camlock coupler' will also be situated at the ground-level structure to connect and disconnect hoses. This equipment will be directly above the well.

How will it operate?

We're collaborating with our client councils and the Wellington Region Emergency Management Office. Work to define the roles, responsibilities, and processes for operating the above-ground emergency water network is under development.

How much water will it provide?

FROM DAY 8 Providing approximately
onwards this water station will provide around
72,000 PER 3,600
LITRES DAY PEOPLE
of treated water after a significant earthquake *in the surrounding community*



PROPOSED LOCATION



CONCEPT VISUALISATION





WATER SUPPLY IN AN EMERGENCY

Community Infrastructure Resilience

Programme summary

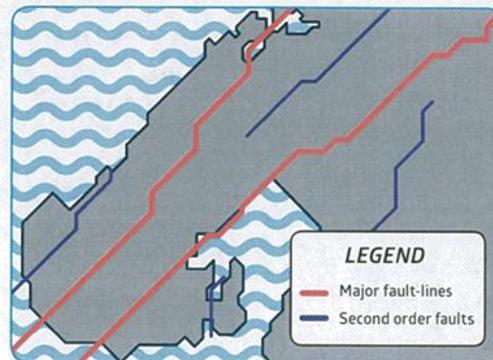
 **Wellington
Water**
Our water, our future.



We're at risk of a major earthquake

Active fault-lines cross our highly populated areas including Wellington, Porirua, and Upper Hutt.

Essential services and facilities - road and transportation networks, water, wastewater, power, gas, and telecommunications will all be significantly affected in a major event.



Estimated time to restore service to reservoirs

It will take a long time to restore our water supply network to near normal operations - what we call a "restoration gap". The water supply network crosses multiple fault-lines, and many customers live long distances from one of the three water sources that feed the network.

Many parts of the region may be without water for more than 100 days

Upper Hutt	15+ DAYS
Porirua	30+ DAYS
Lower Hutt	15+ DAYS
Petone	30+ DAYS
Eastbourne	30+ DAYS
Wainuiomata	15+ DAYS
Northern Wellington (Tawa, Churton Park, Johnsonville, Ngaio)	40+ DAYS
West Wellington (Wadestown, Karori, Kelburn)	70+ DAYS
South Wellington (Brooklyn, Island Bay, Newtown)	100+ DAYS
Wellington City	100+ DAYS
Eastern Suburbs (Kilbirnie, Hataitai, Miramar)	100+ DAYS

CIR / PROGRAMME SUMMARY

Why is Community Infrastructure Resilience so important?

It may be seven days or more before the first emergency water responders reach your community. Where communities once relied on tap water, these same communities will now be 17 'islands' that need to be totally self-sufficient

The island concept can be explained as establishing 17 different above-ground emergency water networks. We've worked with central and local government emergency management experts to agree our approach for emergency planning. Water distribution within each island needs to be supported by community representatives.

A lot of people will use Community Water Stations in an emergency, including vehicles that need to transport water around the island. It is really important that these sites have good vehicle access, easy pedestrian access, and people know where to find them, and how to use them.

Wellington's 17 community response islands



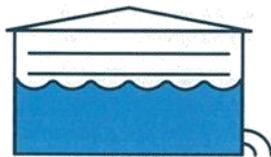
Our water, our future.



Emergency water network available by mid-2018

We are establishing new water supplies within each island. We're giving communities the tools they need to be water self-sufficient

1



Reservoirs

You can already collect emergency water from existing reservoirs in your area.

But what if there isn't enough water in the reservoirs?

2



Community Water Stations

We're building Community Water Stations that draw water from streams or deep underground. These help ensure your community will have enough water.

3



Desalination

For those communities that can't use underground water or streams, we're planning to use desalination systems to keep water flowing.

But what if it's too far for me to walk?

4

Vehicle Bladder



Drum Bladder



Emergency water bladders

Community Water Stations will store emergency water bladders. These will be distributed throughout each community, and filled with water.

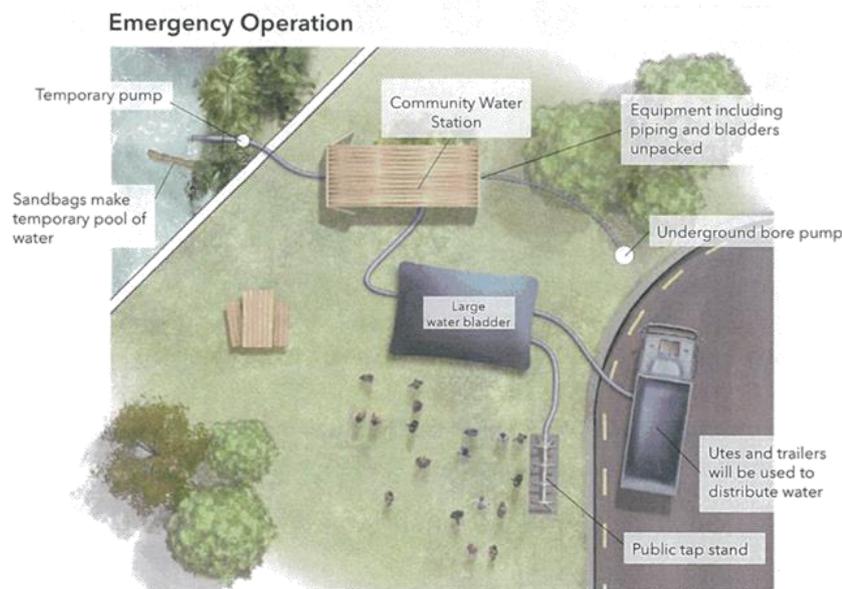
There are also smaller bladders that fit in utes and on trailers to transport water from reservoirs and Community Water Stations to distribution points.

CIR / PROGRAMME SUMMARY

What are Community Water Stations?



Under normal operation, emergency equipment is stored within a structure that is hidden inside a wooden shell to minimise impact on the area's natural character. The modular design allows for additional amenities to be installed, such as public taps, seating areas, and other features.



After an earthquake, emergency equipment including piping, temporary storage bladders, and tap stands can be unpacked from the water station. Water can be used to supply distribution vehicles or a tap stand.

Concept design as of August 2017

Our water, our future.



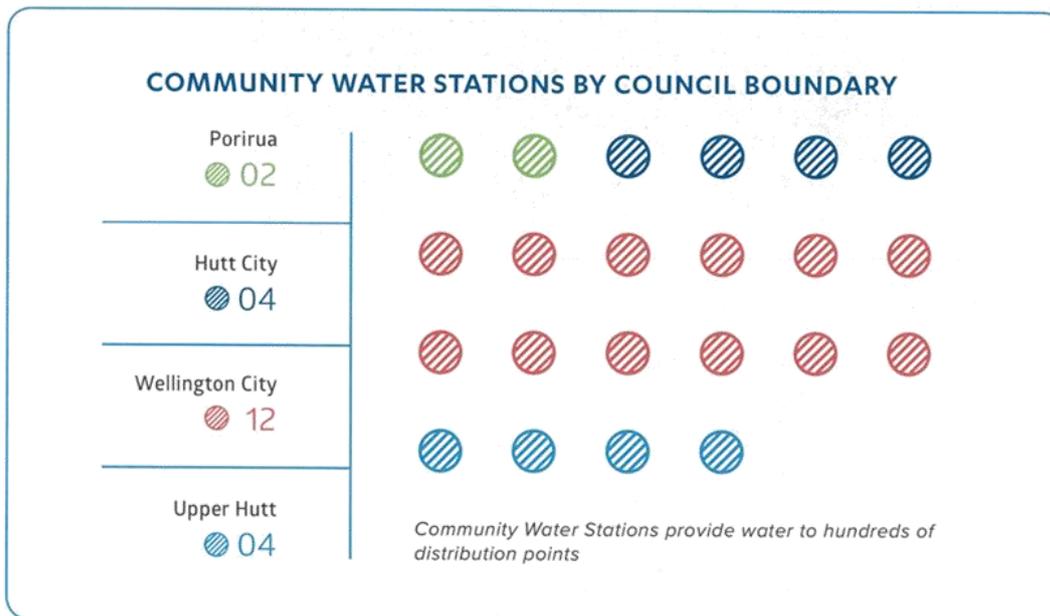
Availability across Wellington

We're planning for 22 Community Water Stations across the metropolitan region. In reality places like Upper Hutt will possibly have tap water restored long before parts of Wellington City

We're designing the Community Water Station structures to be mobile – and we can relocate equipment to areas that are still without water, boosting both the emergency supply and the amount of water we have available to test and repair all the leaks in our network.

Community Water Stations perform two vital roles for each community:

- » Supplementing reservoir storage, ensuring each community has enough water to survive and maintain hygiene
- » Store all the emergency equipment that each community will need to extract, treat, and distribute the water.



What happens without these water stations?

The recognised international standard required to prevent major outbreaks of disease in disaster situations is 20 litres every day for every person

Outbreaks of disease from lack of water and poor hygiene will hinder emergency and recovery efforts. We're giving communities the tools they need to be water self-sufficient and prevent disease. Centralising emergency tools in key locations means residents can quickly access emergency water after an earthquake, an essential factor in an extremely stressful environment.

Water stations boost the available supply to at least 20 litres for every person.

CIR / PROGRAMME SUMMARY

Community water distribution points within each island

The above-ground emergency water network will be community operated following a major event. This means that members of the community and civil defence will be responsible for activating and operating the emergency water stations, and deploying the bladder network.

Operational Planning

Training and engagement is required to enable these groups to provide emergency water. We will work closely with the Wellington Region Emergency Management Office, Civil Defence, and community groups to provide training and develop operational plans.



No one will have to walk more than 1,000 metres to collect water, and everyone will have access to it

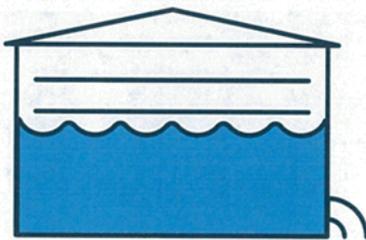
Our water, our future.



This is how we will provide water in an emergency

1. WATER SOURCES PROVIDE BASIC WATER NEEDS

RESERVOIRS



120 Water Reservoirs

Residents will be able to collect water from nearby water reservoirs.

COMMUNITY WATER STATION

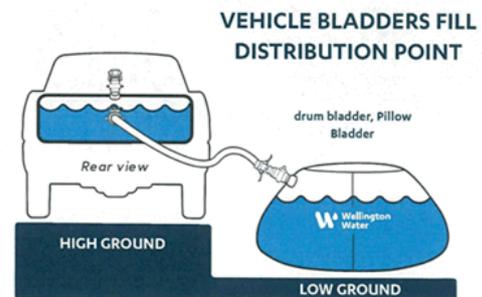
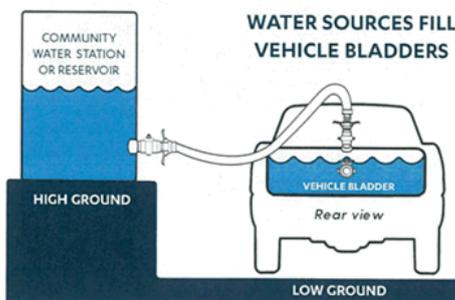


22 Community Water Stations

Residents can also collect water from the Community Water Stations.

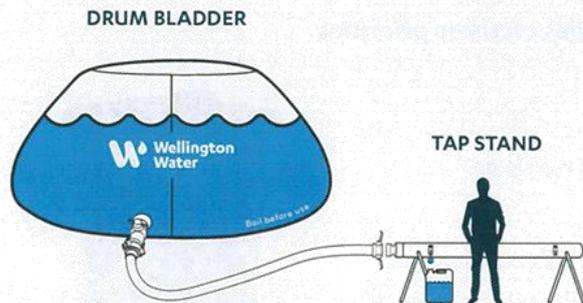


2. MOBILE BLADDERS TRANSPORT WATER TO DISTRIBUTION POINTS



CIR / PROGRAMME SUMMARY

3. RESIDENTS COLLECT WATER FROM DISTRIBUTION POINTS



Community Water Distribution Points

Distribution points will be established within 500 to 1,000 metres of your home. These will provide 20 litres of water for every person every day.



4. MAKING YOUR WATER SAFE TO DRINK IN AN EMERGENCY

WATER TREATMENT OPTIONS INCLUDE:

Boiling water

Bleach

Purification tablets

Filtration system

For purification tablets and filtration systems, refer to manufacturer's instructions.

HOW TO MAKE YOUR WATER SAFE

Your stored water may be unsafe to drink.
Boil your water before use, either: Bring the water to a rolling boil for one minute, or boil the kettle or jug until it switches off automatically.
If you can't boil your water, you'll need to disinfect it.

DISINFECTING WITH BLEACH

Drinking	Cleaning																		
<p>For drinking, cooking and brushing teeth: Ensure bleach is plain and unscented <small>(Jambia may contain detergents which makes it unsuitable for treating drinking water)</small></p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>add 1/2 tsp Bleach</p> </div> <div style="text-align: center;"> <p>TO</p> <p>10 litres of Water (BUCKET)</p> </div> </div> <hr style="border: 0; border-top: 1px solid white;"/> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>add 5 drops Bleach</p> </div> <div style="text-align: center;"> <p>TO</p> <p>1 litre of Water</p> </div> </div>	<p>For general cleaning (dishes and hard surfaces) use:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">1 tsp</td> <td style="width: 30%;">.....</td> <td style="width: 30%;">1 litre</td> </tr> <tr> <td>1/4 cup</td> <td>.....</td> <td>10 litres</td> </tr> <tr> <td>Bleach</td> <td></td> <td>Water</td> </tr> </table> <hr style="border: 0; border-top: 1px solid black;"/> <p>For heavy cleaning (floodwater, toilets or illness) use:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">1/4 cup</td> <td style="width: 30%;">.....</td> <td style="width: 30%;">1 litre</td> </tr> <tr> <td>2 cups</td> <td>.....</td> <td>10 litres</td> </tr> <tr> <td>Bleach</td> <td></td> <td>Water</td> </tr> </table>	1 tsp	1 litre	1/4 cup	10 litres	Bleach		Water	1/4 cup	1 litre	2 cups	10 litres	Bleach		Water
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Our water, our future.



Making our region more resilient

Water supply resilience relies on three priorities

1 Household supply

Emergency water storage in Wellington's households

TARGET WATER STORED AMONGST HOMES:

56 million litres



Storage levels as of August 2017

2 Above-ground emergency water network

We're giving communities the tools they need to be water self-sufficient and prevent disease



3 Developing new supplies as part of our long-term infrastructure plan

Offshore bores and new reservoirs to supply Wellington city and Porirua.



CIR / PROGRAMME SUMMARY

Don't wait until it is too late . . .

No network = no water. Where is your drinking water immediately after an earthquake?

Your home is where the emergency water supply story begins. Everyone in Wellington needs to be self-sufficient for the first seven days. Following a major earthquake, the first thing people rely on is themselves and their families. Storing water is essential for every household.

You need access to 20 litres of water for every person in your household, for every day. If you want to wash, you'll need more. We all need to be prepared to be self-sufficient for the first seven days.

DON'T THINK IF, THINK WHEN. *The risks posed by natural hazards are a fact of life. It is important that we all know what to do*

Wellington Water
Get your water storage sorted now!

Have you stored enough water for your family for 7 days?
Please don't forget about me!

CURRENT AVERAGE WATER USAGE PER DAY PER PERSON	HOW MUCH WATER DO YOU NEED AFTER AN EARTHQUAKE?	
220 Litres	20 Litres per day for 1 person	3 Litres per day for 1 person
<ul style="list-style-type: none"> 30L Taps 30L Toilet 30L Other* 40L Washing machine 60L[†] Shower 	<p>If you store 20 litres of water (for one person for one day), you should be able to do the following:</p> <ul style="list-style-type: none"> ✓ Drinking ✓ Cooking ✓ Wash hands ✓ Pets ✓ Brush teeth ✓ Dishes ✓ Sponge bath ✓ Clean wastewater buckets ✓ First Aid ✓ Shower ✓ Laundry 	<p>If you store 3 litres of water (for one person for one day), you should be able to do the following:</p> <ul style="list-style-type: none"> ✓ Drinking ✓ Cooking ✓ Wash hands ✗ Pets ✗ Brush teeth ✗ Dishes ✗ Sponge bath ✗ Clean wastewater buckets ✗ First Aid ✗ Shower ✗ Laundry
<small>*Such as gardening, dishwashers, baths, and leaks. [†] Based on "Water Use in New Zealand Households" (2008), BRANZ, October 2009</small>	<p>We recommend that you store enough water for your family for 7 days.</p>	

Every household in Wellington needs to store at least seven days of water for everyone in their home. Don't forget your pets!

Our water, our future.



September 2017

 **Wellington
Water**
Our water, our future.

Find out more at: wellingtonwater.co.nz/your-water

Or phone: 04 912 4400