

Report 12.155
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Committee Social and Cultural Wellbeing Committee
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General Managers' report to Social and Cultural Wellbeing Committee

1. Purpose

To inform the Committee of Greater Wellington's activities relating to the Committee's areas of responsibility

2. The decision-making process and significance

No decision is being sought in this report.

3. Environment Management

Greater Wellington submitted to the Hutt City Council a review of the Pencarrow Coast Road access policy, requesting that limits be placed on the number of vehicles using the road. We are especially interested in maintaining the quality of the recreational experience for walkers and cyclists, and to preserve the fragile 'raised beach' environment.

Hutt City Council subsequently created a separate Category D for Pencarrow Lodge, allowing a maximum 10 vehicle movements per day and a rolling average 70 movements per week. Vehicle movements for Category B users were also increased from five to 10 movements per day, also with the rolling average applied. Our concern is that there could be a substantial number of vehicle movements in one day should there be one or more functions held at Pencarrow Lodge. Pencarrow Lodge would still need to apply for a variation of its current consent, and officers intend to make a submission as part of that process.

3.1 Rimutaka Trig Track upgrade

On 15 May 2012 NZTA hosted an opening celebration for the Muldoon's Corner improvement project.

During the event the Rimutaka Trig Track was re-opened by Kaumatua Sam Jackson supported by other Kaumatua, Associate Minister Simon Bridges and mayors of Upper Hutt and South Wairarapa and representatives of the Tenth Trust, NZTA and Regional Council Chair Fran Wilde.

During the event Sam Jackson proposed that the track be renamed '*Te Ara Tirohanga*' or 'the view that improves as you climb the ascending pathway'. It is proposed that Councillors consider the recommended name change.

The existing track was upgraded by Greater Wellington staff by hand and surfaced with gravel flown in by helicopter from a forestry skid-site nearby. As part of the project a staircase and several other timber structures were removed and replaced with well graded walking surface - to better meet the needs of a wider range of visitors.

The carpark at the base of the track has been significantly upgraded by NZTA - with space for 13 cars and a bus park. The track upgrade, (aerial photograph attached), was partially funded by NZTA in lieu of specific works identified in their property agreement with Greater Wellington.

4. Water Supply

4.1 Seismic assessment of Water supply critical assets

A list of all water supply buildings has been assembled that identifies the building importance level and prioritises the need for structural assessment of compliance with the current seismic design standard. Priority is based on how critical the building will be to water supply operations continuing following a major earthquake or other emergency; the structural standard the building was designed to; and the age of the building. A consulting proposal has been requested for the detailed structural assessment of the flume bridge after intake tunnel Number 1 at Kaitoke. The bridge is critical part of the infrastructure and will be assessed against Importance Level 4.

4.2 Customer meeting

A meeting with officers from the City Councils and Capacity was held on 4th May. The key components of Water Supply's Long-Term Plan were presented with additional detail on the 2012/13 and 2013/14 capital works programme.

There was general interest in the Stuart Macaskill lakes project and the customers requested regular updates on progress and also expressed interest in a site visit which we are trying to arrange.

The customers were positive about our suggestion to build on the consumer response to the summer water campaign by setting up a joint working group to concentrate on demand management through increasing public awareness. The

customers also supported the idea of placing an article in the press highlighting the benefits of water conservation.

There was unanimous agreement to lay to rest the *Bulk Water Supply Agreement* in favour of a less formal arrangement whereby we share information about the relevant preferences and constraints in terms of operating the bulk supply and city reticulation.

4.3 Structure

The 9 month period of transition to a single team of Operations Technicians and a single Mechanical Maintenance team is all but complete with just one Operations position left to fill, and, as a result of internal promotion; one Control Systems position is vacant.

4.4 Pomare Depot

Fitting out the workshop and offices at the new facility is complete and re-location of pipe stock has commenced.

4.5 Stuart Macaskill Lakes

Mixed autumn weather has had an impact on weekly progress, good weather acceleration poor weather delays; however, overall progress is on schedule with lake re-filling planned for August.

5. Development

5.1 Lifelines activities, emergency preparedness and network resilience

Hospital lifelines review

The Development Group is reviewing the level of preparedness of essential lifeline services at the Wellington, Kenepuru and Hutt public hospitals for Capital & Coast and Hutt Valley District Health Boards (DHBs). Comment and additional information has been provided by the DHBs on an initial draft report, which has been incorporated into a final draft. This will be provided to the DHBs for a final review of the draft report and recommendations.

Transport access for emergency distribution of supplies

The Development Group is assisting the Wellington Lifelines Group (WeLG) with a project to evaluate transport access needs and options to allow the emergency distribution of food, water and other critical supplies to the region's four cities after a major emergency. The project will utilise information obtained from other Lifeline projects (such as critical area projects, priority sites), NZTA/TA road vulnerability mapping, GW hazard mapping and estimates to restore the bulk water supply. The project will involve the key transport agencies and interface closely with the Wellington Region Emergency Management Office (WREMO).

Hazard mapping of priority sites

The priority sites project is a joint project between WREMO and WeLG to record the key sites of each utility on a GIS database, together with each site's dependency on electricity, fuel, gas, water and communications. The next stage of the project is to add Greater Wellington's hazard maps (flood, tsunami, liquefaction and shaking hazard areas) into the database. This will allow the priority sites in hazardous areas to be identified and Lifeline utilities to establish contingency plans.

Petone-Seaview critical area project

The fuel companies have identified that they only dispense fuel to fuel trucks when a water supply is available for fire-fighting. Therefore it will be important to provide water to the fuel depots as soon as possible after a major emergency to allow fuel to be dispensed sooner to essential services. Options for emergency water supply and a cross-connection between the bulk water supply and Hutt City's distribution system at Seaview have been examined and a water supply response plan for the Petone-Seaview area is to be prepared.

Waiwhetu aquifer study

GNS Science has been commissioned to assess the impact of a major earthquake on the Waiwhetu aquifer. The study is to evaluate the response of the aquifer and water supply wells to extreme ground shaking with, and without, rupture of the Wellington Fault. The Waiwhetu aquifer will be critical after a major earthquake for quickly restoring water supply to the Hutt Valley and fully restoring supply to Wellington. This study will provide a better understanding of what limitations may occur. The draft report is planned to be completed in July 2012.

5.2 Potential water storage land at Kaitoke

The possibility of using land at Kaitoke for a water storage lake is still being evaluated. It is expected the work will be drawn together in September and October. To ensure the Kaitoke land is still available, AgResearch was requested and has granted an extension of the purchase option until December 2012. Provision has been made in the LTP for purchasing the land if required.

5.3 Transfer of water supply assets

A draft Heads of Agreement has been prepared for the proposed transfer of specific water supply assets between Greater Wellington and Wellington City Council. The assets involved are Wellington City Council's 800mm pipeline from Thorndon pumping station to Macalister Park reservoir, and a section of Greater Wellington's 525mm cost iron pipeline from Thorndon pumping station to Ngauranga. The draft Agreement has been sent to Wellington City Council for review and comment. The Heads of Agreement identifies the terms and conditions for transfer of the assets and is contingent on construction of the Prince of Wales Park reservoir and subject to approval by both Councils.

As part of its Long-Term Plan process, Wellington City Council is proposing to defer construction of the Prince of Wales reservoir by two years. The Heads of Agreement will be held pending a commitment by Wellington City Council

to start the reservoir. This is because the agreement also refers to construction of the reservoir inlet main to the new reservoir.

5.4 Institute of Public Administrators – Public Sector Awards 2012

An entry was submitted for the Business Transformation category of the awards, it detailed the significant improvements to the water supply business over the last 15 years. While at the same time, having a water levy that is less in 2011/12 than it was in 1996/97.

The entry was selected as one of four finalists in the Treasury Award for Excellent in Improving Public Value through Business Transformation. The winners of each award category are to be announced on 27 June.

5.5 CDEM reorganisation

The reorganisation of CDEM in the Wellington region has been approved by the CDEM Group (Joint Committee of Mayors) and the implementation date for the new organisation (which will be formally known as the Wellington Region Emergency Management Office (WREMO)) is 1 July 2012.

The key driver for WREMO is 'Network Enabled Civil Defence' that will provide the opportunity to deliver more from existing resources and by taking a more coordinated, holistic and functional approach to the design and delivery of CDEM services.

WREMO will also build on the current programmes and networks, with a primary focus on developing resilient communities and providing the systems, equipment and resources to respond appropriately during emergencies.

WREMO will have 20 staff (all employed by Greater Wellington) and will operate from two main offices, Wellington's emergency management office and Lower Hutt's emergency management office. One office for use of the WREMO staff will remain the Regional Council Centre. The structure makes provision for a Regional Manager, three departmental managers (Business and Development, Community Resilience and Operational Readiness), two area coordinators (Porirua/Kapiti and Wairarapa), twelve emergency management advisors and two administrative personnel.

The focus for WREMO will be mobility and tapping into council owned facilities and resources as required. In the event of an emergency situation, WREMO would reconfigure to support approximately six emergency operations and coordination centres. These centres would continue to be staffed by appointed council employees in order to deliver an effective response effort.

A consolidated budget has been approved that will ensure appropriate, effective and efficient services are still delivered to all the local authorities and communities in the region.

5.6 Seismic evaluations

A project to evaluate Greater Wellington's buildings, where a number of staff are located, for seismic strength has been underway for over a year. The Regional Council Centre is an earthquake prone building and this has been reported to the Directors of Pringle House Ltd and the Councillors separately.

The Councillors have also been made aware that the Waterloo Operations building is earthquake prone. Consultants have been engaged to prepare a proposal to bring the building to, or close to, 100% of the New Building Standard.

Consultants are currently evaluating the Mabey Road Depot (Catchment Management) and the Upper Hutt Depot (staff from a number of Groups occupy it).

The Masterton complex is part of the LTP considerations. Seven staff houses are also being inspected.

A number of separate studies have been started by different Groups to assess structures that have not recently been part of any seismic evaluation programme.

6. Recommendations

That the Committee:

1. **Receives** the report.
2. **Notes** the content of the report.

Report prepared by:



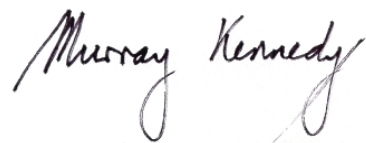
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Attachment 1: Aerial photograph of Rimutaka Trig Track from Muldoon's Corner