

MINUTES

THURSDAY 14 APRIL 2005

9.19AM

**Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington**

PRESENT:

Mayor Prendergast (9.19 – 10.30am, 12.30 – 2.26pm)
Councillor Armstrong (Chair)
Councillor Ahipene-Mercer
Councillor Cook
Councillor Foster (9.21 – 10.08am, 10.14am – 12.35pm)
Councillor Gill
Councillor Goulden (9.34 – 10.30am, 10.53 – 12.13pm, 12.22 – 2.26pm)
Councillor McKinnon
Councillor Pepperell (9.19 – 10.30am, 10.53 – 11.06am, 11.16am – 2.26pm)
Councillor Ritchie
Councillor Ruben
Councillor Shaw
Councillor Wade-Brown (9.19am – 1.44pm)
Councillor Wain

APOLOGIES:

Councillor Morrison

073/05P **APOLOGIES**
(1215/52/IM)

RESOLVED:

THAT the Strategy and Policy Committee:

- 1. Accept apologies for absence from Councillor Morrison.*

074/05P **CONFLICT OF INTEREST DECLARATIONS**
(1215/52/IM)

NOTED:

There were no conflicts of interest.

075/05P **PUBLIC PARTICIPATION**
(1215/52/IM)

NOTED:

1. David Edmonds addressed the meeting regarding Report 4 - Draft Undergrounding Policy.

(Councillor Foster joined the meeting at 9.21am.)

2. Tom Law representing the Newtown Community and Cultural Centre to address the meeting in relation to Report 2 – Newtown Playground Building.
3. Peter Frater representing the Newtown Resident’s Association to address the meeting in relation to Report 2 – Newtown Playground Building.
4. Sarah Turnbull secretary of the Newtown Community Crèche Collective address the meeting in relation to Report 2 – Newtown Playground Building.

(Councillor Goulden joined the meeting at 9.34am.)

076/05P **OLDER PERSONS’ POLICY**
Report of Helen Walker – Senior Policy Adviser.
(1215/52/IM)

(REPORT 1)

(Councillor Foster left the meeting at 10.08am.)

(Councillor Foster returned to the meeting at 10.14am.)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Note that consultation with older people was carried out by Age Concern in collaboration with Grey Power and involved over 400*

people and in addition the views of Ngati Toa, the Tenth Trust and representatives of the Maori community were obtained.

3. *Note that the Older Persons' Policy contributes to the implementation of the Social Strategy and is aligned with the New Zealand Positive Ageing Strategy.*
4. *Adopt the Older Persons' Policy as amended attached as appendix 1 to these minutes.*

NOTED:

The following amendment was moved by Councillor Foster and seconded by Councillor Ruben to the Older Persons' Policy was subsequently LOST.

“That the section of the policy in Housing be amended to note more strongly that the level of rates is increasingly an issue especially for older people on fixed or limited incomes and that Council will be mindful of this in endeavouring to ensure that people can continue to “age in place”.

(Mayor Prendergast left the meeting at 10.30am.)

(The meeting adjourned for morning tea t 10.30am and reconvened at 10.48am.)

077/05P

NEWTOWN PLAYGROUND BUILDING – 46 CONSTABLE STREET, NEWTOWN PROPOSED EXTENSION TO EXISTING BUILDING AND CONSTRUCTION OF REPLACEMENT BUILDING

Report of Pauline Kislick – Community Centres Adviser and Kate Lang – Property Adviser.

(1215/52/IM)

(REPORT 2)

(Councillor Goulden returned to the meeting at 10.53am.)

(Councillor Pepperell returned to the meeting at 10.53am.)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Approve, in principle, the proposed extension to the Newtown Playground community building at 46 Constable Street, Newtown, to provide a purpose-built space for the Newtown Community Crèche. Approval is subject to the following conditions:*

- a) *That the Newtown Community Crèche is responsible, at their sole cost, for obtaining all necessary regulatory and statutory permits, including resource consents for the extension*
 - b) *That the Newtown Community Crèche is solely responsible for all costs associated with the construction of the proposed extension to the Playground building.*
 - c) *That the Newtown Community Crèche ensures that the community has access to a replacement additional facility equal to the existing facilities in the current Newtown Playground building.*
 - d) *That the Newtown Community Crèche will continue to actively liaise with Council throughout their project.*
3. *Note that Council officers will negotiate a lease agreement with Newtown Community Crèche for exclusive use of the purpose built crèche in the event that funding is approved **and that the lease terms will be guided by the forthcoming (childcare) policy.***
 4. *Note that Council officers will negotiate a new agreement for the management of the replacement Newtown Playground community building in the event that funding is approved.*
 5. *Note that the exact boundaries of the proposed extension and replacement building are to be agreed between the Newtown Community Crèche and Council officers.*
 6. *Note that all building work is to be effectively planned and managed to ensure that the children's playground remains open for use during the period of construction.*
 7. *Note that Community Services will undertake a needs assessment of existing and potential users, the management committee of the Newtown Playground building, the Newtown Community & Cultural Centre and other community facilities in the Newtown area to determine the potential need and design for a new replacement community facility.*
 8. ***Note that additional depreciation and maintenance costs of \$19,277 are anticipated, and that provision for the appropriate level of funding dependent on lease conditions, will need to be made for the 2006/07 LTCCP if the project is completed.***

NOTED:

The resolution differs from the recommendations in the officer's report as follows:

The Committee added the words in **bold**.

078/05P **MOBILITY PARKING POLICY**
Report of Jenny Rains – Disability Liaison Officer
(1215/52/IM) (REPORT 3)

(Councillor Pepperell left the meeting at 11.06am.)
(Councillor Pepperell returned to the meeting at 11.16am.)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree to the Mobility Parking Policy (attached and amended as appendix 2 of these minutes).*
3. *Note that Capex funding of \$12,334.00 for coin meter installation per year for three years is available in Annual Plan Project C290.*
4. *Note that mobility parking spaces will increase from 23 to 60 over 3 years as a result of this policy being implemented..*
5. *Note that the total cost of \$36,000 for implementation will be included within current budget provisions.*
6. ***Delegate authority to the Chair, the Social Portfolio spokesperson and officers to make any changes that may be required to the Mobility Parking Policy.***

NOTED:

The resolution differs from the recommendations in the officer's report as follows:

The Committee added the words in **bold**.

079/05P **DRAFT UNDERGROUNDING POLICY**
Report of Zach Rissel – Policy Adviser.
(1215/52/IM) (REPORT 4)

(Mayor Prendergast returned to the meeting at 12.10pm.)
(Councillor Goulden left the meeting at 12.13pm.)

RESOLVED:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Agree that the Draft Undergrounding Policy, attached as appendix 4 of the officers report, goes out for consultation and that officers report back the results in August 2005.*

080/05P

NORTHERN LANDFILL – GENERAL WASTE FEES AND CLEANFILL**SOUTHERN LANDFILL – TYRE FEES**

Report of Mike Mendonça – Manager, Citiops.

(1215/52/IM)

(REPORT 5)

(Councillor Goulden returned to the meeting at 12.22pm)

RESOLVED AND RECOMMENDED TO COUNCIL:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Note that the Northern Landfill is due for closure in 2006 and that a number of issues remain to be addressed to maximise benefit from the landfill prior to closure.*
3. *Recommend that the Council agree a new charge of \$60.10 for general waste at the Northern Landfill, such charge to be introduced at officers' discretion to maximise the potential use of the landfill prior to closure.*
4. *Recommend that the Council agree to restrict the acceptance of cleanfill from now until closure of the Northern Landfill.*
5. *Recommend that the Council agree to a new charge of \$3.50 per tonne for cleanfill immediately prior to closure of the Northern Landfill in order to attract cleanfill as cover*
6. *Recommend that the Council agree to amend the fees for disposal of tyres at the Southern Landfill from \$150.75 per tonne to \$3.50 per car tyre and \$8.75 per truck tyre.*
7. *Note that officers will report to Strategy and Policy Committee on the closure of the Northern Landfill in late 2006.*

081/05P **TRAFFIC RESOLUTIONS**

Report of Bruce Tan – Area Traffic Engineer.
(1215/52/IM)

(REPORT 6)

RESOLVED AND RECOMMENDED TO COUNCIL:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Recommend that Council approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*

a) ***NO STOPPING AT ALL TIMES – JOHNSONVILLE ROAD – JOHNSONVILLE – (3-05)***

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Johnsonville Road</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 67m south of its intersection with Broderick Road and extending in a southerly direction following the western kerb line for 8metres</i>

b) ***BUS STOP – NEWLANDS ROAD – NEWLANDS – (4-05)***

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Newlands Road</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 143m west of its intersection with Bracken Road and extending in a western direction following the northern kerb line for 25m</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Newlands Road	Bus Stop, At All Times	<i>South side, commencing 234m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 14m</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Newlands Road	No Stopping, At All Times	<i>South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 5m</i>

c) NO STOPPING AT ALL TIMES – BASSETT ROAD – JOHNSONVILLE – (9-05)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Bassett Road	No Stopping At All Times	<i>West side, commencing at its intersection with Ironside Road and extending in a northerly direction following the kerbline for 53 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Bassett Road	No Stopping At All Times	<i>West side, commencing at its intersection with Ironside Road and extending in a northerly direction following the western kerbline for 67</i>

d) NO STOPPING AT ALL TIMES – BARNARD STREET – WADESTOWN – (35-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Barnard Street	<i>No Stopping At All Times</i>	<i>South side, commencing 54 metres west of its intersection with Sar Street and extending in a westerly direction following the southern kerbline for 29 metres.</i>
Barnard Street	<i>No Stopping At All Times</i>	<i>North side, commencing</i>

e) BUS STOP – NEWLANDS ROAD – NEWLANDS – (38-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Newlands Road	<i>No Stopping, At All Times</i>	<i>South side, commencing 33 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerb line for 12 metres.</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Newlands Road	<i>Bus Stop, At All Times</i>	<i>South side, commencing 45 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerb line for 28 metres.</i>

f) GIVE WAY – KENTWOOD DRIVE – WOODRIDGE – (41-05)

Add to Schedule G (Giveaway Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kentwood Drive	Give Way	<i>At its western approach to its intersection with Woodridge Drive.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kentwood Drive	No Stopping At All Times	<i>South side, commencing at its intersection with Woodridge Drive and extending in a westerly direction following the southern kerbline for 20 metres.</i>

Column One	Column Two	Column Three
Woodridge Drive	No Stopping At All Times	<i>West side, commencing at its intersection with Kentwood Drive and extending in a northerly direction following the western kerbline for 13 metres.</i>

Woodridge Drive	No Stopping At All Times	<i>West side, commencing at its intersection with Kentwood Drive and extending in a southerly direction following the western kerbline for 13 metres.</i>
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g) NO STOPPING AT ALL TIMES – ZETLAND STREET – Highbury – (43-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Zetland Street	No Stopping at all times	<i>East side, commencing 85 metres from its intersection with Harrold Street and extending in a</i>

Zetland Street	<i>No Stopping at all times</i>	<i>southerly direction following the western kerbline for 67 metres. West side, commencing 100 metres from its intersection with Harrold Street and extending in a southerly direction following the western kerbline for 5 metres.</i>
Zetland Street	<i>No Stopping at all times</i>	<i>East side, commencing from its intersection with Harrold Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
Harrold Street	<i>No Stopping at all times</i>	<i>South side, commencing from its intersection with Zetland Street and extending in an easterly direction following the southern kerbline for 6 metres.</i>

h) GIVE WAY – AURORA TERRACE – LAMBTON – (44-05)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Aurora Terrace	<i>Give Way</i>	<i>East-bound traffic, at its intersection with The Terrace.</i>

i) MOBILITY PARKING – MEDWAY STREET – ISLAND BAY – (47-05)

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Medway Street	<i>No Stopping At All Times, except for Vehicles Displaying an Operational</i>	<i>South side, commencing 16 metres west of its intersection with Derwent Street and</i>

Mobility Permit. *extending in a westerly direction following the southern kerbline for 6 metres.*

j) NO STOPPING AT ALL TIMES – HUNGERFORD ROAD – MELROSE – (50-05)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hungerford Road	<i>No Stopping At All Times</i>	<i>West side, commencing 64 metres south of its intersection with View Road and extending in a southerly direction following the southern kerbline for 92.5 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hungerford Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with View Road and extending in a southerly direction following the southern kerbline for 156 metres.</i>

k) NO STOPPING AT ALL TIMES – MAIRANGI ROAD – WADESTOWN – (56-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Mairangi Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Margaret Street and extending in a southerly direction following the western kerbline for 20 metres.</i>

Column One	Column Two	Column Three
Margaret Street	No Stopping At All Times	South side, commencing at its intersection with Mairangi Road and extending in a westerly direction following the southern kerbline for 6 metres.

l) P120 – MIRO STREET – MIRAMAR – (60-05)

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Miro Street	P120, 8:00am – 6:00pm, Monday to Friday	East side, commencing 244 metres south of its intersection with Kedah Street and extending in a southerly direction following the eastern kerbline for 24 metres.

m) MOBILITY PARKING – ROY STREET – NEWTOWN – (62-05)

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Roy Street	No Stopping At All Times Except For Vehicles Displaying an Operational Mobility Permit	South side, commencing 23.5 metres west of its intersection with Daniell Street and extending in a westerly direction following the southern kerbline for 6 metres.

n) STOP CONTROL – ORIENTAL PARADE – MOUNT VICTORIA – (63-05)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Oriental Parade	Stop	West side, at the exit of the Freyberg Pool carpark.

o) NO STOPPING AT ALL TIMES – CHARLOTTE AVENUE – BROOKLYN – (64-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Charlotte Avenue	No Stopping At All Times	<i>North side, commencing 190 metres north of its intersection with Todman Street and extending in a northerly direction following the eastern kerbline for 19 metres.</i>

p) NO STOPPING AT ALL TIMES – MOXHAM AVENUE – HATAITAI – (65-05)

Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Moxham Avenue	No Stopping At All Times	<i>West side, commencing 262 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 13 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Moxham Avenue	No Stopping At All Times	<i>West side, commencing 262 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 34 metres.</i>

q) GIVE WAY – HUNGERFORD ROAD – MELROSE – (66-05)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One Hungerford Road	Column Two Give Way	Column Three Eastbound traffic at the intersection with Queens Drive
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r) **MOBILITY PARKING – THE PARADE – ISLAND BAY – (67-05)**

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One The Parade	Column Two P60, Vehicles Displaying an Operational Mobility Permit Only	Column Three East side, commencing 197 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerblines for 3.5 metres
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s) **CLEARWAY – ADELAIDE ROAD – NEWTOWN – (68-05)**

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Adelaide Road	Column Two P30 Other Times	Column Three East side, commencing 6.5 metres north of its intersection with Girton Terrace and extending in a northerly direction following the eastern kerblines for 39.5 metres.
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Adelaide Road	Column Two P30 Other Times	Column Three East side, commencing 6.5 metres north of its intersection with Girton Terrace and extending in a northerly direction following the eastern kerblines for 20 metres
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Adelaide Road	P60 Other Times	<i>East side, commencing 26.5 metres north of its intersection with Girton Terrace and extending in a northerly direction following the eastern kerbline for 20 metres</i>

t) **BUS STOP – BRANDON STREET – LAMBTON – (69-05)**

Delete from Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Brandon Street	<i>Bus Stop, Monday to Friday, 7am to 9am, 3pm to 6pm</i>	<i>South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres</i>

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

Brandon Street	<i>Pay-and-Display parking, P120, Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6pm to 8pm; Saturday 8am to 6pm \$3.00/hr applies Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6pm to 8pm.</i>	<i>South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres. (3 spaces)</i>
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Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Brandon Street	Bus Stop, Monday to Friday, 7am to 9am, 3pm to 6:15pm	South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brandon Street	Pay-and-Display parking, P120, Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6:15pm to 8pm; Saturday 8am to 6pm \$3.00/hr applies Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6:15pm to 8pm.	South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres. (3 spaces)

u) NO STOPPING AT ALL TIMES – AVON STREET – ISLAND BAY – (70-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Avon Street	No Stopping At All Times	East side, commencing 62 metres east of its intersection with Melbourne Road and extending in a easterly direction following the northern kerbline for 5 metres.

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Avon Street	Column Two <i>No Stopping At All Times</i>	Column Three <i>East side, commencing 59 metres east of its intersection with Melbourne Road and extending in a easterly direction following the southern kerbline for 12 metres.</i>
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v) **NO STOPPING AT ALL TIMES – CLIFTON TERRACE – LAMBTON – (71-05)**

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Clifton Terrace	Column Two <i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	Column Three <i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 30 metres</i>
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Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Clifton Terrace	Column Two <i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	Column Three <i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 30 metres</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Clifton Terrace	Column Two <i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	Column Three <i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 6 metres</i>
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Clifton Terrace	<i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres</i>
Clifton Terrace	<i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 6 metres</i>
Clifton Terrace	<i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Clifton Terrace	<i>No Stopping At All Times</i>	<i>East side, commencing 196 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 11 metres</i>

w) GIVE WAY – HUNGERFORD ROAD – MELROSE – (74-05)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hungerford Road	<i>Give Way</i>	<i>Westbound traffic at its intersection with Houghton Bay Road.</i>

x) NO STOPPING AT ALL TIMES – PEARCE STREET – VOGELTOWN (77-05)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Pearce Street	<i>No Stopping At All Times</i>	<i>East side, commencing 12 metres east of its intersection with Moffit Street and extending in a westerly direction following the southern kerbline for 24 metres.</i>

y) **P120 – EVANS BAY PARADE – KILBIRNIE – (80-05)**

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Evans Bay Parade	<i>P120 Monday to Sunday, 8:00am - 6:00pm</i>	<i>East side, commencing 412 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerbline for 27.5 metres.</i>

z) **BUS STOPS – BAYLANDS DRIVE, SOMES CRESCENT, KENMORE STREET, GLANMIRE ROAD – NEULANDS – (82-05)**

Delete from Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Somes Crescent	<i>Bus Stop, At All Times</i>	<i>Bus Stop, North side commencing 62 metres from its southern intersection with Baylands Road and extending in a Easterly direction following the kerb line for 12 metres.</i>
Somes Crescent	<i>Bus Stop, At All Times</i>	<i>North side, commencing 200 metres from its southern intersection with Baylands Road and extending in a Easterly direction following the kerb line for 12 metres.</i>

<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 33 metres south of its intersection with Horokiwi Road West and extending in a southerly direction following the eastern kerb line for 12 metres</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 84.5 metres south of its intersection with Longcroft Terrace and extending in a southerly direction following the eastern kerb line for 12 metres</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Baylands Drive</i>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 25 metres north of its intersection with Bayswater Place and extending in a northerly direction following the Eastern kerb line for 14 metres.</i>
<i>Somes Crescent</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 41 metres east of its intersection with Dress Circle and extending in a easterly direction following the southern kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 90 metres east of its intersection with Glanmire Road and extending in a easterly direction following the southern kerb line for 14 metres.</i>

<i>Link Road</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 47 metres east of its intersection with Glanmire Road and extending in a easterly direction following the northern kerb line for 14 metres.</i>
<i>Link Road</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 78 metres west of its intersection with Kenmore Street and extending in a westerly direction following the northern kerb line for 14 metres.</i>
<i>Glanmire Road</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 16 metres east of its intersection with Turville Crescent and extending in a easterly direction following the southern kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 35 metres north of its intersection with Link Road and extending in a northerly direction following the western kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 65 metres north of its intersection with Link Road and extending in a northerly direction following the eastern kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 46 metres south of its intersection with Horokiwi Road West and extending in a southerly direction following the western kerb line for 14 metres.</i>

aa) P60 – WASHINGTON AVENUE – BROOKLYN – (83-05)

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Washington Avenue	P60 At All Times	<i>West side, commencing 287 metres north of its intersection with Cleveland Street and extending in a northerly direction following the western kerbline for 17 metres.</i>

bb) NO STOPPING AT ALL TIMES – HILL STREET – THORNDON – (85-05)

Remove from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hill Street	No Stopping At All Times	<i>North side, commencing 39 metres west of its intersection with Guilford Terrace and extending in a westerly direction following the northern kerbline for 18 metres.</i>
Hill Street	No Stopping At All Times	<i>North side, commencing from its intersection with Guilford Terrace and extending in a westerly direction following the northern kerbline for 14.5 metres.</i>

Remove from Schedule E (Residents Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hill Street	<i>No Stopping Except for Authorised Residents Vehicles, At All Times</i>	<i>South side, commencing 130.5 metres east of its intersection with Parliament Street and extending in an easterly direction following the southern kerbline for 113 metres.</i>
Hill Street	<i>No Stopping Except for Authorised Residents Vehicles, At All Times</i>	<i>South side, commencing 161.5 metres east of its intersection with Parliament Street and extending in an easterly direction following the southern kerbline for 69 metres.</i>

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hill Street	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Guilford Terrace and extending in a westerly direction following the northern kerbline to its intersection with Selwyn Terrace.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Hill Street	<i>P30, Monday to Sunday, 8am – 6pm</i>	<i>South side, commencing 213.5 metres east of its intersection with Parliament Street and extending in an easterly direction following the southern kerbline for 30 metres.</i>

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hill Street</i>	<i>No Stopping Except for Authorised Residents Vehicles, At All Times</i>	<i>South side, commencing 92 metres east of its intersection with Parliament Street and extending in an easterly direction following the southern kerbline for 122.5 metres.</i>

NOTED:

Proposed traffic resolution (cc) Bus Stop – Takapu Road, Grenada North (88-05) was withdrawn from this list and will be considered by the Tawa Community Board.

082/05P **COUNCIL CONTROLLED ORGANISATIONS PERFORMANCE SUBCOMMITTEE**
Meetings of Monday 14 February 2005 and Monday 21 March 2005
 (1215/52/IM) (REPORT 7)

RESOLVED:

THAT the Strategy and Policy Committee:

- 1. Receive the minutes of the Council Controlled Organisation Performance Subcommittee meetings, Monday 14 February 2005 and Monday 21 March 2005 (Attached as Appendix 1 to the officers report).*

083/05P **LOCAL GOVERNANCE STATEMENT**
 Report of Michael Webster – City Secretary
 (1215/52/IM) (REPORT 8)

Moved Councillor Shaw, seconded Councillor Armstrong, the substantive motion.

Moved Councillor McKinnon, seconded Councillor Pepperell the following amendment to the Local Governance Statement for the Audit and Risk Management Subcommittee work description.

Under Audit and Risk Management Subcommittee:

“After ‘reporting’ add ‘reviews the audit and risk function, ensuring the existence of sound external and internal programmes.’”

(Councillor Foster left the meeting at 12.35pm.)
(The meeting adjourned for lunch 12.45pm and reconvened at 1.16pm.)

The amendment was put and a DIVISION called:

Voting for: Councillors Cook, Goulden, McKinnon, Pepperell,
Ritchie, Ruben, Wain and Wade-Brown.

Voting against: Mayor Prendergast, Councillors Ahipene-Mercer,
Armstrong, Gill and Shaw

Majority vote: 8:5

The amendment was declared CARRIED.

Moved Councillor Goulden, seconded Councillor Wain, the following amendment to the Local Governance Statement for the work description of the Performance Review Committee.

Add to Performance Review Committee

“..... and remuneration.”

(Councillor Wade-Brown left the meeting at 1.44pm.)

(The meeting adjourned at 1.51pm and reconvened at 1.57pm.)

The amendment was put and a DIVISION called:

Voting for: Councillors Cook, Goulden, Pepperell, Ritchie,
Ruben and Wain.

Voting against: Mayor Prendergast, Councillors Ahipene-Mercer,
Armstrong, Gill, McKinnon and Shaw.

Majority vote: 6:6

The amendment was declared LOST on the Chairs casting vote.

Moved Councillor Gill, seconded Mayor Prendergast the following amendment.

“Include the terms of reference for Council, all Committees and Subcommittees in the Local Governance Statement.”

The amendment was put and declared CARRIED on voices.

The substantive motion as amended was put and declared CARRIED.

RESOLVED AND RECOMMENDED TO COUNCIL:

THAT the Strategy and Policy Committee:

1. *Receive the information.*
2. *Recommend to Council that it approve the Local Governance Statement as amended attached as appendix 1 of the officers report.*
3. *Recommend to Council that it delegate to the Portfolio Spokesperson – Governance, Communication and Participation and the Chief Executive the authority to make any changes that may be required to the Local Governance Statement to ensure its content is accurate and up to date.*
4. ***Include the terms of reference for Council, all Committees and Subcommittees in the Local Governance Statement.***

NOTED:

The resolution differs from the recommendations in the officer's report as follows:

1. The Committee added the text in **bold**.

The meeting concluded at 2.26pm.

Confirmed: _____

Chair

/ /

OLDER PERSONS' POLICY

WELLINGTON CITY COUNCIL

April 2005

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Introduction

New Zealand's population is ageing. People aged 65 years and over currently make up 12 percent of the total population and that proportion is projected to rise to 18 percent by 2021. By mid-century it is estimated that older people will make up around 26 percent of all New Zealand residents¹. This trend is reflected in Wellington's population projections which include a significant growth in the proportion of the population aged over 65 from 8.5% in 2001 to 11.9% in 2021.

Other trends include

- the ethnic and social diversity of the older population increasing
- more older people will be better educated and may seek more work options at age 65
- with a smaller workforce population (aged 25-65) and economic growth there will be additional demands on the labour market and employers may increasingly seek to employ older people
- gradually increasing numbers of older people who have never owned their own homes
- the gender imbalance decreasing in future years². (At present women live longer than men, and make up the majority of the older population.)

In both research and government policy papers, older persons tend to be defined as those who are 65 and over. Many people who were consulted, and Maori in particular, articulated how much older people and kaumatua are valued in the community. They also indicated that they view older people and kaumatua in relation to stages of the life cycle, whanau leadership and the holistic life experiences that have contributed to that person's status, mana and wisdom rather than being on the basis a person being 65 years old. In addition, some distinctions are made between frail elderly and active older people on the basis of age. Those distinctions also tend to be arbitrary as age is not necessarily a determinant of frailty or level of activity.

Outcomes and Objectives

The Older Persons' Policy is underpinned by the Council's Social Strategy. It is part of implementation of that strategy and therefore contributes to the outcomes and objectives set in the Strategy. It has also been developed to closely align with the New Zealand Positive Ageing Strategy managed by the Ministry of Social Development. The policy should be read in conjunction with both of those documents.

¹ Older New Zealanders – 65 and beyond Statistics Department 2004

² *ibid*

THE SOCIAL STRATEGY

The WCC Social Strategy has a focus on building strong communities and specifies outcomes concerned with developing potential, access to resources, cultural diversity, city decision making and participation.

The outcomes the Council wishes to achieve through the Social Strategy are:

- **Developing potential:** People are encouraged to develop their full potential as individuals and members of the community
- **Cultural diversity:** Wellington welcomes, values and celebrates a diversity of cultures
- **Participation:** People are encouraged to participate in community networks
- **Access to resources:** All residents are able to access community resources and public services
- **City decision-making:** People are encouraged to participate in the decision-making and development of their city.

A full list of the outcomes and objectives of the Social Strategy are in appendix 1 of this policy.

THE POSITIVE AGEING STRATEGY

The Government has responded to the anticipated increased number of older people by developing a Positive Ageing Strategy (2001) which affirms and supports the contribution of older people in society, and sets down ten goals, each with a set of actions that aim to improve opportunities for older people to participate in the community.

It was apparent from the consultation for this Policy that the Positive Ageing Strategy developed by the Ministry of Social Development was an effective framework to address the issues and priorities of Wellington's older people and rather than "re-inventing the wheel" that framework and its goals have been replicated for the policy.

The vision of the Positive Ageing Strategy is

"For a society where people can age positively, where older people are highly valued and where they are recognised as an integral part of families and communities. New Zealand will be a positive place in which to age when older people can say that they live in a society that values them, acknowledges their contributions and encourages their participation."

It has an overarching aim to improve opportunities for older people to participate in the community in the ways that they choose. As part of that Strategy, a Positive Ageing Action Plan is developed each year and monitored by the Ministry of Social Development.

Central government is responsible for the implementation of the Positive Ageing Strategy and takes the lead in terms of meeting the goals of the Strategy. However territorial local authorities are encouraged to contribute to the Strategy, and it is proposed that the Wellington City Council contribute to the action plan by advising of its actions that support the Strategy and reporting back on achievements. This Policy articulates the contribution that the Wellington City Council can make to those goals while acknowledging the leadership role that central government agencies have. In many areas the Council's role is one of advocacy based on its close relationship to the community.

The Positive Ageing Strategy includes ten goals each with action points. The goals are concerned with income, health; housing; transport; ageing in place, cultural diversity; rural, attitudes; employment and opportunities. This policy contributes directly to all of these goals except for those concerned with rural and income.

This policy articulates how the Wellington City Council will contribute to those eight goals. Specifically the goals are:

1. Housing *Affordable and appropriate housing options for older people.*
2. Transport *Affordable and accessible transport options for older people.*
3. Opportunities and Information *Increasing opportunities for personal growth and community participation*
4. Health *Equitable, timely, affordable and accessible health services for older people*
5. Ageing in Place (safety) *Older people feel safe and secure and can "age in place"*
6. Attitudes *People of all ages have positive attitudes to ageing and older people*
7. Cultural diversity *A range of culturally appropriate services allows choices for older people*
8. Employment *Elimination of ageism and the promotion of flexible work options*

IMPLEMENTATION AND MONITORING

Associated with the goals are actions for the Wellington City Council to implement the Older Persons' Policy. Provision has been made for a position within the Council to implement the policy.

This policy is premised on the basis of partnership with the community. Effective implementation requires strong relationships with representative groups such as Age Concern and Grey Power and also with the older community more generally.

Along with the actions associated with the goals, opportunities will be sought for discussions/forum on specific issues, encouraging the participation of older people, to finding solutions.

There are two key monitoring mechanisms:

- Monitoring through the Positive Ageing Strategy Action Plan whereby the Council's planned actions that support the Strategy are included in the annual action plan prepared by the Office for Senior Citizens. A report on progress is then prepared by that office on an annual basis.
- The business plan of the unit responsible for implementation of the policy. The plan will include performance indicators and measures.

HOUSING

Goals/ Objectives:

Affordable and appropriate housing options for older people. (Positive Ageing Strategy 2001)

To ensure that all residents have access to basic requirements of housing, health care and other services, including the natural environment. (WCC Social Strategy)

“Most older new Zealanders “age in place” so housing is critical to their well being. Older people in New Zealand have [at this stage] a high rate of home ownership, but there are limited options for those who want or need supported housing. As the older population increases in both size and diversity, an increasing range of housing options is required.”

The critical issue for older people is the cost of accommodation, including, rent, rates and maintenance. This theme was strong for both Maori and non-Maori.

There are two key mechanisms the Council uses to support affordable and appropriate housing options for older people – the provision of housing for those who have barriers to accessing housing and, for those in their own homes, the Rates Postponement Policy.

Currently 21% of the Council’s housing stock is rented to people who are aged over 65. To meet the needs of an increasing number of older people it would seem that Council needs to ensure the social housing stock continues to be made available to older people at least at the current rate. However, the number of applications for Council housing from older people is decreasing so it is difficult to predict the future demand from older people. Criteria for Council housing eligibility will be kept under review to ensure Council housing is available to older people who face barriers to accessing housing.

The Rates Postponement Policy recognises that for some older people on fixed incomes, rates can be a barrier to ageing in place. The policy provides for rates to be postponed until the house changes ownership. Council staff actively support older people and their families in making applications for rates postponement. Consultation with older people suggested a low awareness of the policy. There was a sense that the criterion was difficult to meet, yet Council officers have approved the vast majority of applications they have received. In the future an increasing number of older people will mean more people being eligible for assistance through the Rates Postponement Policy. There must be a balance between supporting older people to age in place and managing the financial implications of an increasing number of people postponing rates.

It is anticipated that there will be a move away from rest homes. Two major providers have already signalled their intention to close rest homes and will use these facilities as resource centres for supported living for older people. With such a development the Council can take a role in actively providing information and support.

Maori that were consulted with were keen for provision of village accommodation with a mix of kaumatua, matua and rangatahi. They also reported the need for inter-generational housing for extended families.

Actions: Council actively addresses the housing needs of an ageing population by:

1. Researching housing options for older people, and consider options to meet older people's housing needs to 2020, taking account of a perceived need for more inter-generational or village-based housing. This work can be carried out in the context of the Housing Asset Reconfiguration Strategy (HARS)
2. Working in partnership with Housing New Zealand, businesses and not for profit organisations, to establish community or other alternative housing options for older people with a view to applying for assistance from the Housing Innovation Fund, in 2005/06
3. Actively promoting "ageing in place" tactics so that older people can stay in their own homes: for example, care services and supporting the provision of accessible information on appropriate services that support ageing in place, for example, maintenance, cleaning and gardening
4. Regularly consulting with older people to keep abreast of housing issues and solutions for older people
5. Ensuring the criteria for eligibility for Council housing takes account of the demographic trend of an increasing population of older people
6. Continuing to provide and upgrade social housing units and taking account of older people's needs when allocating housing (access needs, safety and social satisfaction) to older people
7. Periodically reviewing the criteria for the rates postponement policy
8. Increasing the provision of information about the rates postponement policy.

TRANSPORT

Goals /Objectives

Affordable and accessible transport options for older people. (Positive Ageing Strategy 2001)

All residents are able to access community resources and public services. To enable all to function as full members of the community by maintaining access to community facilities and public services, including the natural environment.

People are encouraged to participate in community networks (Wellington City Council Social Strategy)

Transport is identified as a barrier to older people's participation and access to services and resources and the cost of transport can act as a barrier to accessing services(in particular health services).

The Wellington City Council can contribute to ensuring affordable and accessible transport for older people through its provision of parking, control of roads and advocacy to Greater Wellington and other transport providers for effective transport networks and services.

Up to 35% of people over 65 years report some disability and currently 80% of mobility parking cardholders are over 65 (2,800 of the 3,500 Wellington city residents with mobility cards). There is a need for an increased number of mobility car parks and for greater enforcement in relation to use of mobility car parks.

For older people to have ease of access, pedestrian crossings and lights need to be in safe places with adequate time allowed for crossing. The Council can use its community networks to promote community based transport options for older people and it also has an advocacy role in provision of public transport.

Actions: Council will support affordable and accessible transport by
(Note: Actions 2.1.4 to 2.1.8 are currently underway as part of the Accessible Wellington work programme.)

- 2.1.1 Researching and reporting on options for community based transport and fare discounts and where appropriate advocacy of older people's interests to Greater Wellington
- 2.1.2 Promoting "giving a lift" amongst all community NGOs, including churches, social and recreational groups, and health support
- 2.1.3 Considering advocacy for colour-coded bus routes
- 2.1.4 Reviewing bus stops - their distance apart, closeness to key facilities/services, and seating/shelter and for improved bus driver training
- 2.1.5 Increasing the amount of time available for crossing at intersections

- 2.1.6 Enforcing mobility car parks; provide mobility parking cards to older people who have lost their drivers license or are no longer eligible to drive (encouraging friends/family to drive older people to facilities)
- 2.1.7 Auditing pedestrian access to key central city buildings
- 2.1.8 Ensuring road signage is clear throughout the city
- 2.1.9 Continuing to ensure all footpaths are safe: keep surfaces even and free of obstructions
- 2.1.10 Identifying places where handrails would make public places/ roads/ crossings safer; and install as appropriate
- 2.1.11 Encouraging the expansion of the provision of mobility scooters.

OPPORTUNITIES AND INFORMATION

Goals /Objectives

Increasing opportunities for personal growth and community participation (Positive Ageing Strategy (2001)

This part of the policy contributes to the following Wellington City Council Social Strategy outcomes and goals:

Developing potential: People are encouraged to develop their full potential as individuals and members of the community. To ensure a broad range of education and learning opportunities, especially for those whose access is limited.

Participation: People are encouraged to participate in community networks. To ensure that adequate recreation, leisure and learning opportunities exist for all members of the community, and encourage participation and “bringing people together” in a wide range of activities.

Access to Resources: To ensure that all members of the community have access to information and advocacy services

City decision-making: People are encouraged to participate in the decision-making and development of their city. To strengthen decision making processes by providing better opportunities for consultation and debate on major issues.

Information about opportunities was identified as a critical component to maximising the ability of older people to take advantage of opportunities and remain active. The Council can influence this goal by facilitating information provision about available services and resources. Marae and other cultural venues are an important focus for information dissemination. Where possible, published information affecting older people should also be promoted and discussed on radio, including iwi radio, and take account of cultural diversity. WCC has publishing standards for its own information and publications and those standards take account of the needs of different groups. An increasing number of older people use the internet and other electronic media to access information and maintain relationships. The council also facilitates the provision of interpretation services.

“Opportunities for personal growth and community participation may take many forms, including lifelong learning, physical activity and volunteering. There are many factors that influence whether an older person can participate in activities, including income and cost, health and disability, transport, living situation and attitudes.” (Positive ageing in New Zealand, 2001)

Actions: Council will ensure a two way flow of information between older people and the Council by:

- 3.1 Actively consulting with older people about their needs, priorities and barriers to accessing information and opportunities

- 3.2 Actively seeking the views of older people when developing policies
- 3.3 In partnership with government agencies, business and NGOs investigating options for a Centre for Older People which provides a one stop shop for information, with space for health providers and recreational facilities
- 3.4 Reporting on and implementing strategies to enhance information services in libraries and community centres, e.g. enhancing access to health services, job opportunities, keeping fit, recreation, discounts etc
- 3.5 Supporting older peoples access to and training on information and communication technologies
- 3.6 Taking account of the information needs of people caring for older people
- 3.7 Monitoring and advising on consultation carried out by the Council with older people.

HEALTH

Goals /Objectives

Equitable, timely, affordable and accessible health services for older people (Positive Ageing Strategy (2001))

To ensure that all residents have access to basic requirements of housing, health care and other services, including the natural environment

To enable all to function as full members of the community by maintaining access to community facilities and public services, including the natural environment

To ensure that all members of the community have access to information and advocacy services. (Wellington City Council Social Strategy)

A key role for the Council in supporting good health is its provision of recreation and leisure facilities. The Council's Recreation Strategy notes that

- The over 60's are not a homogenous group in terms of recreation need or ability. Consequently physical recreation and sport providers will need to match activities to the varying needs
- Interest in masters' sport will grow
- The commercial sector will recognise older people as a significant market and provide recreation for a fee for those that can afford it
- Providing for the physical recreation and sport needs of poorer older citizens will be a challenge.

Wellington's older people considered accessing health services to be a priority issue. The Council can facilitate the provision of information and act as an advocate for older people on health issues.

Actions: The Council will support access to health services by

- 4.1 **Encourage the exploration of options by agencies such as the Capital and Coast District Health Board and social service providers** to establish an Older People's Centre with space for professional services (including doctors, nurses, podiatrists and alternative health practices such as Rongoa Maori medicine and mirimiri – Maori massage); and a one stop shop for information, including information on health services.
- 4.2 Actively promoting opportunities for older people to keep fit by providing information about walking tracks/groups
- 4.3 Regularly consulting with older people to keep abreast of issues, taking on a coordination, facilitation role as required, and advocating with central government/ DHB to address older people's concerns
- 4.4 Working with NGOs to ensure older people are contacted and encouraged to participate in recreational activity

- 4.5 Acting as a role model for family-friendly work environment, meeting the needs of workers who are also taking/sharing responsibility for the care of elderly parents and for others who may be caring for whanau members
- 4.6 Ensuring the implementation of the Recreation Strategy takes account of the barriers facing older people, their needs and priorities.
- 4.7 Identify the priorities and issues facing frail elderly who are caring for sick older persons.

AGEING IN PLACE (Safety)

Goals /Objectives

Older people feel safe and secure and can “age in place” (Positive Ageing Strategy (2001))

Ageing in place is concerned with the provision of support and services that facilitate people living in the same place as they grow older. A critical issue for older people in deciding to stay or move is feeling safe. Facilitating support and services to contribute to ageing in place is traversed throughout this policy, so this section focuses on the safety aspect.

The Social Strategy notes that one of the key factors that influence the strength of communities is the safety of community members, including perceptions of safety.

Safety is a priority for Wellington City Council and there is an increasing emphasis on safety in the home and in the neighbourhood. Safety is concerned with both injury prevention and crime reduction and it is the perception of safety that influences the behaviour of a person. For many older people, the choice to age in place depends on whether they feel safe and secure at home and in their communities. Older people reported concerns with uneven footpaths, lighting and obstructions on footpaths.

Actions: Council promotes the safety of older people by
(Note Actions 5.5 and 5.6 are currently underway as part of the Accessible Wellington work programme)

- 5.1 Having a programme of review of street lighting in public places to ensure all public places including walkways are appropriately lit
- 5.2 Actively encouraging a greater sense of community and looking out for one's neighbour
- 5.3 Extending work with NGOs to ensure older people living alone are contacted on a regular basis
- 5.4 Ensuring Wellington Emergency Management Office has specific strategies for assisting older people

ATTITUDES

Goals /Objectives

People of all ages have positive attitudes to ageing and older people
(Positive Ageing Strategy (2001))

Wellington City Council's Social Strategy (2002) overarching theme is concerned with building strong communities. By definition this involves mutual respect and positive attitudes to other community members. The focus of the strategy is fostering social capital and community development which promotes respect and rights for all.

"Attitudes to older age and older people vary in New Zealand. On the one hand, older people are valued for their knowledge, wisdom and experience; on the other, their contributions are often invisible and their value to the community unrecognised... Ideas and attitudes about ageing and the role of older people differ across time and across generations." (Positive Ageing in New Zealand 2001)

Inter-generational images are important to link consciousness through the ages. Consultation with Maori emphasised the knowledge, wisdom and experience of kaumatua and kuia as being a valuable component of a strong community.

Actions: Wellington City show that they positively value older people by

- 6.1 Introducing an excellence award for services for and by older people
- 6.2 Ensuring that positive images of older people are part of the city's promotional material
- 6.3 Celebrating October 1st, International Day for Older People, by promotion of the older person in the community as an active, contributing person
- 6.4 Actively addressing the myths about older people, focusing on redirection rather than retirement.

CULTURAL DIVERSITY

Goals /Objectives

A range of culturally appropriate services allows choices for older people (Positive Ageing Strategy (2001)

Wellington City Council Social Strategy objectives include

- To promote a kaleidoscope of cultural celebrations which reflect the diverse cultural composition of the city
- To recognise and celebrate the distinctive identity of Wellington's culture, and acknowledge individual communities and their contribution to the cultural diversity of the city
- To cater for the needs of people from different cultures who have chosen to make Wellington their home.

The Government's strategy addresses the needs to increase the number of quality services provided by and for Maori; the number and quality of services provided by and for Pacific people; and identifying issues of specific concern to older people from ethnic communities, and developing options for addressing these.

Cultural diversity is valued by Wellington residents as contributing to sense of place. Older people have wisdom and experiences that enrich that diversity and have a vital role in passing on traditions and language. There is an eagerness for cultural performances and increased access to and opportunities for marae and cultural events.

Actions: Council promotes cultural diversity by

- 7.1 Promoting participation of all age groups within our cultural communities
- 7.2 Facilitating the interchange between groups to share and exchange cultural differences
- 7.3 Ensuring that when consulting with Maori, Pacific people and ethnic minorities in the city that older people are included and heard
- 7.4 Carrying out further consultation on the specific needs and priorities of older Maori, Pacific People and ethnic minorities
- 7.5 Investigating options to facilitate older people (particularly those from Maori, Pacific people and ethnic groups) to fulfil mentoring roles across a range of activities.

EMPLOYMENT

Goals /Objectives

Elimination of ageism and the promotion of flexible work options (Positive Ageing Strategy (2001)

Developing potential: People are encouraged to develop their full potential as individuals and members of the community. To maximise employment opportunities for all members of the community. (Wellington City Council Social Strategy)

Participation in employment by older workers brings social and financial benefits to society, to industry and business, and to older people themselves. In New Zealand, more older workers are indicating they want to work longer, either because they want to or feel they need to.

It is expected that more older people will be better educated and may seek more work options at age 65, concurrently it is expected that there will be a smaller workforce population (aged 25-65). Economic growth will mean there are additional demands on the labour market and employers may increasingly seek to employ older people. Therefore both employers and older people themselves are likely to demand more work opportunities for older people. The Council may have a role in provision of information to both employers and older people about work opportunities.

Actions: Council supports employment opportunities for older people by

- 8.1 Acting as a role model by providing flexible job opportunities for older people working in the Council
- 8.2 Promoting employment policies in the Wellington business community that recognise and acknowledge the value of older workers
- 8.3 Facilitating access to information about appropriate job opportunities for older people, for example, in the Library, at the Senior Centre, and the NGO databases, for example Age Concern
- 8.4 Actively promoting skills sharing/mentoring schemes using the skills of abilities of older people

STRATEGIC OUTCOMES AND OBJECTIVES OF THE SOCIAL STRATEGY

1. Developing Potential

People are encouraged to develop their full potential as individuals and members of the community

- 1a To maximise employment opportunities for all members of the community.
- 1b To ensure a broad range of education and learning opportunities, especially for those whose access is limited.

2. Cultural diversity

Wellington welcomes, values and celebrates a diversity of cultures

- 2a To promote a kaleidoscope of cultural celebrations which reflect the diverse cultural composition of the city.
- 2b To recognise and celebrate the distinctive identity of Wellington's culture, and acknowledge individual communities and their contribution to the cultural diversity of the city.
- 2c To cater for the needs of people from different cultures who have chosen to make Wellington their home.

3. Participation

People are encouraged to participate in community networks

- 3a To develop stronger community networks that include all members of the community.
- 3b To ensure that adequate recreation, leisure and learning opportunities exist for all members of the community, and encourage participation and "bringing people together" in a wide range of activities.

4. Access to resources

All residents are able to access community resources and public services

- 4a To ensure that all residents have access to basic requirements of housing, health care and other services, including the natural environment.
- 4b To enable all to function as full members of the community by maintaining access to community facilities and public services, including the natural environment.
- 4c To ensure that all members of the community have access to information and advocacy services.
- 4d To develop processes for local communities to allocate city resources to meet local needs.
- 4e To develop a range of venues that meet the needs of Wellington's youth.
- 4f To extend funding in areas focussing on assisting youth to make informed choices by funding successful programmes such as mentoring and life skills.

5. City decision-making

People are encouraged to participate in the decision-making and development of the city

- 5a To strengthen decision making processes by providing better opportunities for consultation and debate on major issues.
- 5b To work hard at reaching an agreed position, particularly on issues where there are major differences of view.
- 5c For appropriate issues, to lobby central government on behalf of Wellington's community.

Wellington City Council, 2005

MOBILITY PARKING POLICY



**Community Services
March 2005**

1 Introduction

The Mobility Parking Policy describes the Wellington City Council's approach to providing mobility parking in Wellington City. It aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in employment, social, cultural and political life and their access to services and resources.

Inclusion is a process where the varying needs of a community and the groups, which constitute it, are recognized, prioritised and met. Inclusion is critical to building strong communities and promoting all residents ability to participate in their community. A major constraint to inclusiveness for people with limited mobility is the availability of suitable parking.

This Policy is part of the Accessible Wellington Programme which, through a series of targeted projects, is ensuring Wellington is an inclusive accessible city. It promotes equity in parking for people with limited mobility in the public domain through design and placement, number of parks and enforcement. It also promotes provision of accessible car parks through the Building Code and New Zealand Standard Specification (NZSS) 4121.

Mobility parking in Wellington City is an issue, which potentially affects up to 11% of the population.

This policy responds to the "Creative Wellington - Innovation Capital" vision by strengthening the social infrastructure of the city and is underpinned by the Council's Social Strategy which has an overarching theme of building strong communities and goals associated with accessibility and participation.

1.1 Links to Council Strategy and Vision

The policy supports the following outcomes:

1.1 Liveable City – Wellington is a great place to live and offers a variety of places to live, work and play within a high quality public environment

1.2 Network City- Wellington is easy to get around, pedestrian friendly and has an interconnected street system

1.2 Developing Potential – People are encouraged to develop their full potential as individuals and members of the community

2.4 Participation- People are encouraged to participate in community networks

2.6 Access to resources- All residents are able to access community resources and public services

7.1 Recreation Opportunities- Wellington offers a diverse range and abundance of quality recreation and leisure activities that are easily accessed and are affordable

8.3 Transport Effectiveness- A well-planned and comprehensive network supports a compact and highly liveable city where people move about easily and safely.

This policy contributes to 7 of the 11 objectives in the New Zealand Disability Strategy and is in line with the Human Rights Action Plan (2005)

1.2 Mobility card holders

The provision of mobility parking assists those persons who have limited mobility and are mobility card holders. Mobility card holders report a shortage of parks. Users of mobility car parks are

- unable to walk and are reliant on a wheelchair for mobility, or
- rely on mobility devices (e.g. crutches, walking sticks, walking frames),
- unable to walk more than 200 metres unassisted because of the nature/severity of their condition, or
- individuals with a temporary disability

In addition Wellington City Council recognises valid permits used by international visitors to this city.

This policy will ensure provision of mobility car parks in off street parking through the Building Act (section 119 in conjunction with Schedule 2) and the New Zealand Standard Specification (NZSS) 4121. This will be enforced through the consent process for new buildings and alterations of existing buildings. NZSS 4121 on its own will be used as a guide for work not requiring a consent.

When considering parking in the public domain (this includes metered parking) this policy will cover all aspects through implementation of best practice.

2 This policy will ensure best practice in:

- Design and signage
- Placement of mobility car parks
- Future planning
- Payment
- Enforcement

2.1 Design and Signage

Design consists of the following components:

- Street position
- Dimensions
- Type (parallel vs. angle)
- Gradient
- Surface

- Kerb ramp

Mobility parks are up to 33% larger than standard car parks. In determining the size of the car parks characteristics of mobility must be taken into account (for example overhead hoists and rear entry vehicles).

The following measurements are a minimum requirement for safety and ease of use. These reflect the need to encompass both the passengers and drivers requirements and the type of car park. Width = 3500mm

Height = 2500mm

Length = 5000mm (For parallel parks an extra length of 1300mm will provided for rear mounted hoists.)

The type of car park is concerned with the position of the park relative to the footpath that is angle, parallel and right angle. There are examples of all three of these park types in the Wellington CBD. The placement of parallel parks on main thoroughfares is a dangerous situation for drivers in wheelchairs and for passing traffic. Some drivers, who exit by the side where traffic flows fast, avoid these parks. This is not a workable solution without the extra space (the above standard of 3.5 metres) noted above.

Drivers and passengers agree that a near flat 180-degree surface while transferring in and out of a car seat is a preference, and where possible new mobility parks will be on flat ground or designed in such a way that flat access is achieved.

The surface is a straightforward requirement being non-slip and normally being on asphalt.

Kerb ramps bring a safe and convenient passage from the park to the footpath that suits both driver and passenger.

The gradient of the kerb ramp needs to be set at a minimum of 1:12 to enable all drivers and passengers to negotiate them. A smooth entrance with no lip onto the gradient of the ramp is important.

Signage and visibility of parks can be considered in the following way:

- International mobility signs are blue and white with a wheelchair logo.
- Consideration should be given to a larger format signage, clearly stating restrictions and penalties.
- The logo is painted in yellow on the asphalt in the middle of park.
- The logos should be re-marked and painted every 2 years to ensure maximum visibility.
- All signage indicate parking time allowed which, for the nature of the disabilities warranting a mobility card, means an extension of the limit by doubling the time allowed to retrieve vehicles. The signage required needs to be at driver level to attract attention.
- It should include penalties to deter ineligible drivers from using the park.
- Informational signage for parking should be clear and be continuous with the spaces designated by that restriction.

2.2 Placement

The location (placement) of mobility parks must coincide with the concept of the “accessible journey” that is, looking at a journey in its entirety from start to finish. Mobility parks need to be as close as possible to the intended destination point. This would include proximity to shops, services, medical and social service providers and entries to those places.

To minimise the number of lost standard car parks, new mobility parking spaces should be introduced in pairs where possible. This would mean 3 standard car parks are lost to produce 2 mobility parks.

Of equal importance for mobility parking are the suburban areas of Wellington where an increasing number of residents are over 65 and often have access issues. A review of current mobility parks and research into the suburban communities’ present and future mobility parking needs will be undertaken.

All Council buildings and facilities with attached public car parks will make provision for mobility car parks to allow access to these facilities. Where possible these will be designated as roads to allow adequate enforcement.

2.3 Future Planning

The incidence of limited mobility is thought to include 18% of the general population and this percentage will increase due to an increase in the aging population. There are currently 3,000 car parks in the CBD and 23 mobility car parks. International best practice suggests 20% of parks being set aside for mobility parks as this reflects the proportion of people with disabilities. However in practice few cities set aside 20% of parks and some card holders are able to use standard car parks.

To meet the current shortage of mobility parks it is intended to increase the number of mobility car parks in Wellington CBD to 60 car parks over the next three years. This would represent 2% of the CBD car parking. This is in line with Australian and Canadian cities (information about the provision in other New Zealand Cities is unavailable).

Currently, mobility parking spaces are introduced only when there is a formal request for one, and this can lead to an ad hoc distribution of spaces. An integrated approach to placement of parking spaces is essential to ensure reasonable distribution and to take account of destination. Therefore there is a need for an integrated approach to mobility parking between Community Services, Parking Services, Roading Engineers, City Planners and the disability community (through the Disability Reference Group (DRG)) in all current and future planning of parking. CPTED principles must be incorporated and the DRG must be consulted on all planning with parking implications.

Current trends in urban design for the CBD are to encourage increased bus usage, decreased car usage and a decrease in the number of standard car parking spaces. Any decrease in the number of mobility car parks will severely compromise access and inclusion. If there is a decrease in the number of standard car parks there should not be a

corresponding decrease in the number of mobility parks because public transport is often not an option for people with limited mobility.

2.3 Payment

- Allow people with mobility cards to park for one hour over any time restriction of 30 minutes or longer or 1 hour over the time they have paid for. This recognises the extra time needed to go to and from destinations.
- The method of payment must be accessible and easy to use
- A coin meter at each mobility car park removes the barrier of having to physically go back and place a ticket on the dashboard.
- Encourage the use of Smart Park (a prepaid electronic meter).

2.4 Towing and Enforcement

This policy recognises that people with limited mobility need access to mobility parking at all times and this should be reflected in a blanket “at all times” restriction so that the spaces are for those cars with mobility permits only. It should be noted that there would be a financial benefit to council if enforcement is strictly applied. It is intended that there will be more proactive enforcement of mobility parking.

Enforcement mechanisms will be strengthened and include.

- Immediate towing of vehicles not displaying a mobility card or issuing a parking infringement notice.
- A phone line be established to initiate towing for cars parked without a permit
- A process to allow any Council employee or contractor to initiate the removal of a car from a mobility parking space.
- Penalties will be kept under review with a view to a possible surcharge if standard enforcement is not a sufficient deterrent.