

Have your say on Priority Thoroughfares and Earthquake-prone Buildings



NPDC



Overview

NPDC is asking for your feedback on whether certain roads, footpaths and other thoroughfares should be prioritised because of the risk of an unreinforced masonry (URM) building falling in an earthquake.

This means URM buildings on priority thoroughfares will need to be assessed, and if they are found to be earthquake-prone they will be classified as priority buildings. Owners of priority buildings will have 12.5 years to strengthen their buildings rather than the 25 years for owners of other earthquake-prone buildings.

We've identified four thoroughfares that could be considered to be classified as priority thoroughfares, but we're proposing no priority classifications.

This consultation is required under the Building Act 2004.

Following consultation, Council will make a decision about which roads, footpaths and other thoroughfares are identified as priority thoroughfares.

Introduction

The system for identifying and managing earthquake-prone buildings changed on 1 July 2017, when the Building (Earthquake-prone Buildings) Amendment Act 2016 came into force to create Subpart 6A of Part 2 of the Building Act 2004 (the Act).


The new system is the same across the country and prioritises identification and remediation of earthquake-prone buildings that either pose a high risk to life and safety, or are critical to recovery in an emergency. Certain hospital, emergency, and education buildings that are earthquake prone will be 'priority buildings'.

Other earthquake-prone buildings may be priority buildings due to their location, and the potential impact on people if they are damaged in an earthquake. These buildings must be identified with community input. Earthquake-prone buildings that are also classified as priority buildings must be identified and remediated in half the usual time, to reduce the risks to life safety more promptly.

New Plymouth District has been categorised as a medium seismic risk area. This means that NPDC must identify potentially earthquake-prone buildings by 1 July 2027 and priority buildings by 1 July 2022.



This consultation is undertaken in accordance with section 133AF(2)(a) of the Building Act 2004, which requires Council to use the special consultative procedure in section 83 of the Local Government Act 2002 to identify certain priority buildings.



We are proposing to not identify any roads, footpaths or other thoroughfares as priority.

This approach is recommended for the following reasons:

1. Extent of URM in our Central Business Districts (CBDs)

The extent of URM in our CBDs is relatively minor in nature. Buildings identified as containing URM as an example may only have one single element of URM (majority of which are internal boundary walls). Our CBDs contain no buildings that are wholly constructed of unreinforced masonry.

2. Risk elements

Public risk elements of URM in our CBD buildings (parapets/verandas etc) identified by detailed seismic assessment will be required to be strengthened in a separate tranche of work. This work will be completed before mandated timeframes expire.

3. Consistency of CBD building stock management

Our CBDs have URM and non URM potentially earthquake-prone buildings. Using the legislation to mandate no priority thoroughfares would result in these two types of buildings having the same remediation time periods.

4. Consistency with neighbouring districts

South Taranaki District Council have completed their priority building exercise and post consultation concluded their CBD areas (Hawera, Eltham and Opunake) contained no priority thoroughfares.

Where can I get more information?

For more information visit the Council's website:

npdc.govt.nz/haveyoursay

Or phone us on 06-759 6060.

A copy of this document is available for viewing at the Civic Centre, Liardet Street, New Plymouth or library and service centres at Bell Block, Inglewood and Waitara.

Potential priority thoroughfares

We assessed three aspects to identify thoroughfares that could be considered to be classified as priority thoroughfares

1. The criteria for high pedestrian and traffic flows included in the Priority Buildings Guidance document provided by the Ministry of Business, Innovation and Employment (MBIE criteria) (see tables below).
2. Pedestrian and vehicle traffic counts and road hierarchy classifications.
3. The location and building characteristics of URM buildings in the district.

This approach has focused the identification to only those thoroughfares where URM buildings are located, which is consistent with the requirements of the Act. This could affect 10 per cent of the potentially earthquake-prone buildings in the district.

MBIE criteria

Table 1: High pedestrian areas

Description of use	Description of area	Example of application to city or metropolitan area	Example of application to small town or rural area
Area relating to social or utility activities	Areas where shops or other services are located	City and suburban areas with shops, cafes, restaurants, bars, theatres and malls	Areas such as the shopping area on the main street, the local pub, community centre
Areas relating to work	Areas where concentrations of people work and move around	Areas around office buildings or other places of work where there is a concentration of workers	Areas around businesses in small towns and rural areas where there is a concentration of workers in numbers larger than small shops or cafes
Areas relating to transport	Areas where concentrations of people access transport	Areas around transport hubs, train stations, bus stops, car parks	Areas around bus stops, train stations, tourist centres
Key walking routes	Key walking routes that link areas where people are concentrated	Routes from transport hubs or other areas relating to transport to areas where shops, other services or areas people work are located	Routes from bus stops or other areas relating to transport to areas where shops, other services or areas people work are located

Table 2: Areas with high vehicular traffic

Description of use	Description of area	Example of application to city or metropolitan area	Example of application to small town or rural area
Key traffic routes	Key traffic routes regularly used by vehicles including public transport	Central business district streets, well trafficked suburban streets, arterial routes, heavy use bus routes	Well trafficked main streets or sections of state highways, arterial routes
Areas with concentrations of vehicles	Areas where high concentrations of vehicles build up	Busy intersections, areas where traffic builds up at peak hours	Busy intersections



We have identified the following roads, footpaths and other thoroughfares that meet the criteria for consideration as possible priority thoroughfares.

Location 1: New Plymouth CBD - Devon Street from Egmont Street to Gover Street.

Location 2: New Plymouth CBD - St Aubyn Street/Dawson Street intersection.

Location 3: Waitara CBD - McLean Street from Domett Street to Warre Street.

Location 4: Inglewood CBD - Rata Street from Cutfield Street to Rimu Street and part of Rimu Street north of Rata Street intersection.

A map of each location is provided on the following pages along with a summary of criteria and aspects considered.

New Plymouth CBD

Location 1: Devon Street from Egmont Street to Gover Street



Pedestrian counts
(average hourly count)

156



Vehicle counts
(average annual daily traffic)

5,820 Devon St East

6,200 Devon St West



Road classification

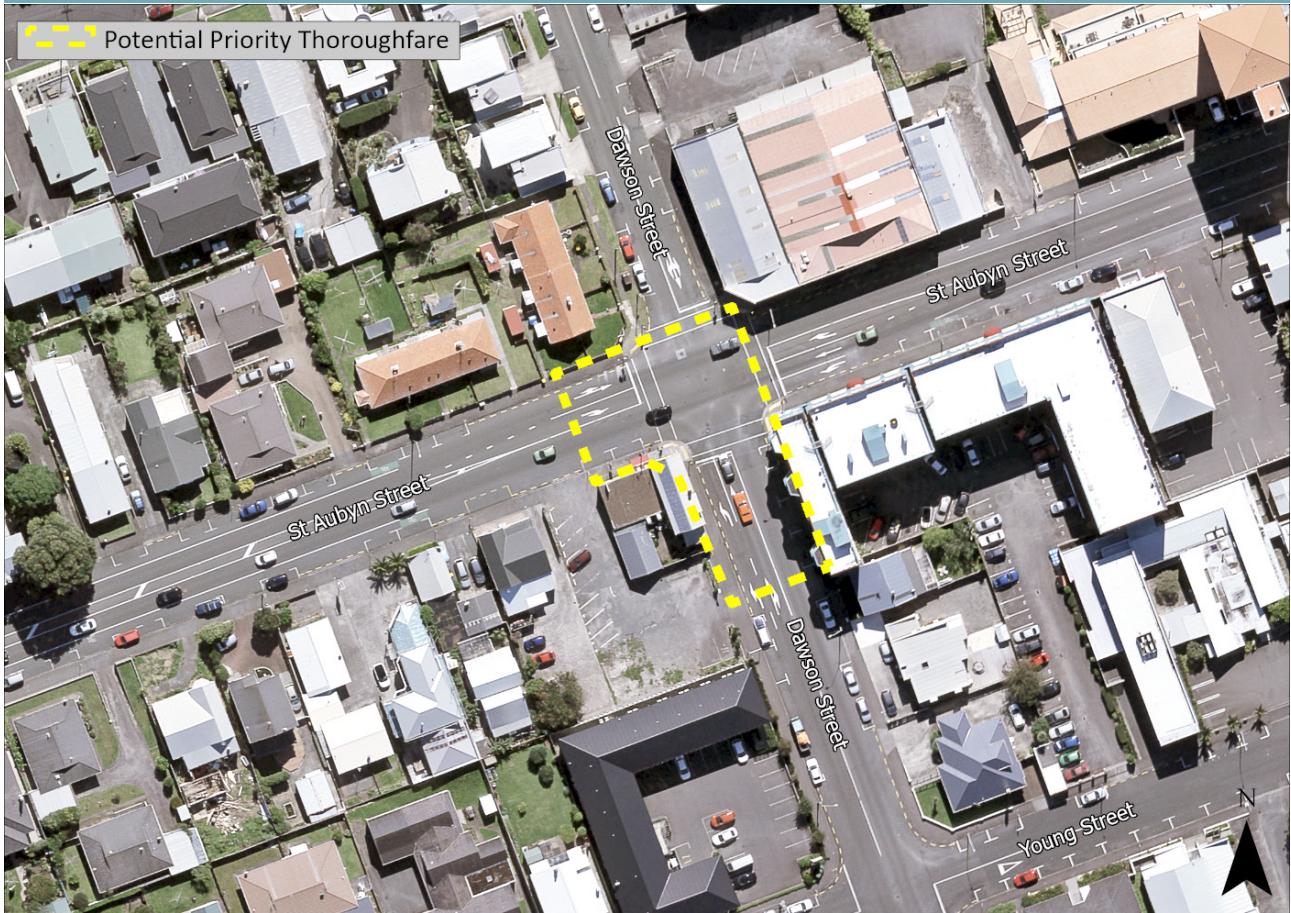
Primary collector

MBIE criteria met

- ✓ Area relating to social or utility activities
- ✓ Area relating to work
- ✓ Key traffic routes
- ✓ Areas with concentrations of vehicles

New Plymouth CBD

Location 2: St Aubyn Street/Dawson Street intersection



Vehicle counts
(average annual daily traffic)

4,300



Road classification

Primary collector

MBIE criteria met

- ✓ Key traffic routes
- ✓ Areas with concentrations of vehicles

Waitara CBD

Location 3: McLean Street from Domett Street to Warre Street



Vehicle counts
(average annual daily traffic)

7,231



Road classification

Primary collector

MBIE criteria met

- ✓ Area relating to social or utility activities
- ✓ Area relating to work
- ✓ Key traffic routes
- ✓ Areas with concentrations of vehicles

Inglewood CBD

Location 4: Rata Street from Cutfield Street to Rimu Street and part of Rimu Street north of Rata Street intersection



Vehicle counts
(average annual daily traffic)

9,700 Rata Street from Cutfield Street to Rimu Street

3,100 Part of Rimu Street north of Rata Street intersection



Road classification

Regional Rata Street from Cutfield Street to Rimu Street

Arterial Part of Rimu Street north of Rata Street intersection

MBIE criteria met

- ✓ Area relating to social or utility activities
- ✓ Area relating to work
- ✓ Key traffic routes
- ✓ Areas with concentrations of vehicles

Options

We considered the most appropriate approach was to identify no priority thoroughfares.

There are two options to consider:

1. Do not identify any priority thoroughfares (recommended option).
2. Identify one or more thoroughfares as priority.



Do not identify any priority thoroughfares (recommended option)

Under this option any URM building that is confirmed earthquake prone will still be required to be strengthened. The 25-year timeframe for strengthening these URM buildings will be consistent with other earthquake-prone buildings in the district that are not classified as priority buildings .

Advantages

- Owners of URM buildings that are confirmed earthquake-prone will have a longer timeframe to strengthen their buildings and cover the financial costs of earthquake strengthening.
- There will be a consistent approach to managing all earthquake-prone buildings in the main centres of the district.
- URM buildings that require earthquake strengthening will be managed using a risk based methodology identifying risk elements and having those building elements remediated long before prescribed remediation timeframes lapse. The balance of the building will be required to be strengthened as per the requirements and prescribed timeframes in the Act.

Disadvantages

- Any URM buildings on these thoroughfares that are confirmed earthquake-prone will not be required to be strengthened in the shorter timeframe of 12.5 years as provided for under the priority buildings timeframe.





Identify one or more thoroughfares as priority

This option would include identifying one or more of the following roads, footpaths and other thoroughfares as priority:

Location 1: New Plymouth CBD - Devon Street from Egmont Street to Gover Street.

Location 2: New Plymouth CBD - St Aubyn Street/Dawson Street intersection.

Location 3: Waitara CBD - McLean Street from Domett Street to Warre Street.

Location 4: Inglewood CBD - Rata Street from Cutfield Street to Rimu Street and part of Rimu Street north of Rata Street intersection.

These locations include all URM buildings that are potentially earthquake-prone in the district, negating the need to consider any other location in the district as a priority thoroughfare.

Advantages

- Any URM that is confirmed earthquake-prone will be required to be strengthened in 12.5 years (instead of 25 years) as required for priority buildings.
- Consistent with the MBIE criteria for identification of priority thoroughfares and other aspects considered in the assessment of priority thoroughfares.

Disadvantages

- Owners of URM buildings that are confirmed earthquake-prone will be required to strengthen their buildings earlier which will bring forward any financial costs of earthquake strengthening.

Option to identify priority thoroughfares in other locations in the district

The option to identify priority thoroughfares in other locations was assessed and considered not reasonably practicable. This was due to the fact that any location outside of the thoroughfares identified in option 2 would not have priority URM buildings irrespective of whether they are classified as a priority thoroughfare under the Act. This is due to the absence of URM buildings in any other location in the district. The locations under option 2 cover all the URM buildings that are potentially earthquake-prone in the district.

Have your say

This is your chance to tell us what you think about the identification of priority thoroughfares.

You can submit the form with this document or you can fill in your submission online.

To get your submission to us, either:

Do it online: npdc.govt.nz/haveyoursay

Email it to: submissions@npdc.govt.nz

Post it to: NPDC Earthquake-prone Buildings, Reply Paid DX, DX Box NX10026, New Plymouth 4342

Deliver it to: Civic Centre, Liardet Street, New Plymouth or to a library and service centre in Bell Block, Inglewood or Waitara

Submissions close at 5pm on Monday 11 April 2022

Late submissions will not be accepted



Priority thoroughfares and Earthquake-prone Buildings

Submission Form



Save time by filling in your submission online at npdc.govt.nz/haveyoursay

Full Name: _____

Organisation: _____

Address: _____

Email: _____

Phone (Day): _____

Do you want to speak to the Council in support of your submission? Yes No
If one of the boxes is not ticked, we'll assume you don't want to be heard.

1. Do you agree with the proposal to identify no priority thoroughfares? (please tick one)
 Yes No

Please provide information to support your answer.

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All submissions (including your name, address and contact details) are provided to Council officers and elected members for the purpose of analysing feedback. Your personal information will also be used for the administration of the engagement and decision-making process. Submissions (with individuals names only) will be available online. If requested, submitter details may be released under the Local Government Official Information and Meetings Act 1987. If there are good reasons why your details and/or submission should be kept confidential please contact our Privacy Officer on 06-759 5688 or through enquiries@npdc.govt.nz

2. If you answered NO to Q1, please select the following thoroughfares you think should be classified as priority thoroughfares?

- Location 1: New Plymouth CBD - Devon Street from Egmont Street to Gover Street.
- Location 2: New Plymouth CBD - St Aubyn Street/Dawson Street intersection.
- Location 3: Waitara CBD - McLean Street from Domett Street to Warre Street.
- Location 4: Inglewood CBD - Rata Street from Cutfield Street to Rimu Street and part of Rimu Street north of Rata Street intersection.

Please provide information to explain your selection(s) above.

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3. Other comments

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