

Earthquake Prone Buildings: Priority vehicular and pedestrian thoroughfares

TO	Thames-Coromandel District Council
FROM	Erin Bates - Strategic Planner
DATE	18 July 2018
SUBJECT	Earthquake Prone Buildings: Priority vehicular and pedestrian thoroughfares

1 Purpose of report

The purpose of this report is to seek Council approval for public consultation on priority vehicular and pedestrian thoroughfares under the Building (Earthquake Prone Buildings) Amendment Act 2016.

2 Background

Requirements of the Building (Earthquake-prone Buildings) Amendment Act 2016

The system for identifying and managing earthquake-prone buildings changed on 1 July 2017 when the Building (Earthquake-prone Buildings) Amendment Act 2016 (the Amendment Act) came into force.

Council is now required to identify *public roads, footpaths, and other thoroughfares* (roads) with sufficient traffic to warrant prioritisation because of the risk of part of an unreinforced masonry (URM) building falling in an earthquake. Identification of these thoroughfares must be completed with community input using the special consultative procedure in Section 83 of the Local Government Act 2002.

The identification of thoroughfares is the first step to classify which URM buildings will also be categorised as *priority buildings*. As such, the proposal only impacts on URM buildings located on identified roads. Owners of *priority buildings* in medium seismic areas must strengthen or demolish these within 12.5 years instead of the standard 25 years.

The Amendment Act makes systematic changes to the way earthquake-prone buildings are identified and managed. Many of the changes are to establish a consistent approach across the country.

One of the few exceptions to this standardisation is that individual communities are empowered to make a decision about two matters.

1. Section 133AF states the requirements for Councils in medium or high seismic risk areas to identify certain priority buildings:

Section 133AF(2)(a)) states that Council must use the special consultative procedure in Section 83 of the Local Government Act 2002 to identify any part of a public road, footpath, or other thoroughfare in an area of medium or high seismic risk—

- (i) onto which parts of an unreinforced masonry building could fall in an earthquake; and
- (ii) that has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of those parts of unreinforced masonry buildings; and

2. Section 133AF(2)(b)) states that Council may, in its discretion, use the special consultative procedure to identify buildings that could impede a strategic transport

route.

The government has developed guidance to assist Councils in this task. (*Guidance Priority Buildings: A guide to the earthquake-prone building provisions of the Building Act, Ministry of Business, Employment and Innovation (MBIE)*).

3 Issue

Council is legislatively required to give effect to the Building (Earthquake-prone Buildings) Amendment Act 2016.

4 Discussion

Within the Thames-Coromandel District, Thames and Whangamata were categorised as a medium seismic risk area with the remaining communities considered low risk. In medium seismic risk areas Council must identify potentially earthquake-prone buildings within 10 years; and building owners must strengthen or demolish earthquake-prone buildings within 25 years.

The new system prioritises identification and remediation of earthquake-prone buildings that either pose a high risk to life safety, or are critical to recovery in an emergency. These buildings are called 'priority buildings'. Priority buildings must be identified and remediated in half the time allowed for other earthquake-prone buildings, to reduce the risks to life safety more promptly. This means that the Council must identify potentially earthquake-prone *priority* buildings in this district within 5 years, and building owners must strengthen or demolish earthquake-prone *priority* buildings within 12.5 years

Staff have undertaken initial assessments in Thames and Whangamata to identify whether the district has:

- any part of a public road, footpath, or other thoroughfare onto which parts of unreinforced masonry building could fall in an earthquake and that has sufficient vehicle or pedestrian traffic to warrant prioritising the identification and remediation of those parts of unreinforced masonry buildings
- and/or prioritising buildings that could impede a strategic transport route.

Staff applied the following criteria to identify roads, footpaths or other thoroughfares to be prioritised:

1. High pedestrian areas (people not in vehicles)

Description of use	Description of area	Example of application to city or metropolitan area	Example of application to small town or rural area
Areas 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

Description of use	Description of area	Example of application to city or metropolitan area	Example of application to small town or rural area
			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

and/or

2. Areas with high vehicular traffic (people in motor vehicles/on bikes)

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

and

3. Potential for part of an unreinforced masonry building to fall onto the identified thoroughfare.

Based on there being sufficient traffic and the potential for part of an unreinforced masonry building to fall, staff propose that the following thoroughfares be prioritised:

- 400 - 770 Pollen Street Thames

Consultation

Should the Council approve the consultation for '400 - 770 Pollen Street Thames' as a priority vehicular and pedestrian thoroughfare, the consultation would be undertaken for a period of one month from 10 August 2018 to 10 September 2018. Hearings will take place

8/9 October 2018 with deliberations held on 30 October 2018.

A Statement of Proposal has been drafted as **Attachment A** and a communication plan as **Attachment B** and outlines the proposed approach to prompt conversation about the proposed prioritised thoroughfare between Council and the residents and ratepayers in the district.

Consultation will be held in accordance with the special consultative procedure required under the Local Government Act 2002.

5 Suggested resolution(s)

That the Thames-Coromandel District Council:

1. Receives the 'Earthquake Prone Buildings: Priority vehicular and pedestrian thoroughfares' report, dated 18 July 2018
2. Approves the public notification of the Statement of Proposal - **Attachment A** in the agenda for a period of public consultation from 10 August 2018 to 10 September 2018.
3. Approves the Consultation Plan - **Attachment C** in the agenda.

References-Tabled/Agenda Attachments

Attachment A *Statement of Proposal - Consultation on vehicular and pedestrian thoroughfares with sufficient traffic to warrant prioritisation of earthquake prone buildings*

Attachment B *Priority routes and earthquake prone buildings consultation - Communications Plan*

ATTACHMENT A - Statement of Proposal - Consultation on vehicular and p...

To come