


25 May 2022



Kia ora 

Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), received on 12 April 2022. You requested the following information:

- Net loss of businesses and or forecast loss of businesses following the implementation/ construction of the following cycleways:
 - Central city cycleways
 - Cobham drive
 - Hutt Road
 - Kilbirnie connections
 - Miramar town centre
 - Newtown to city
 - Newtown connections
 - Oriental parade
 - Thorndon quay

- If the above is not measured, can you please explain why?
- Can you please provide any business "hubs" that have opened up following the implementation of the cycleways above?
- If rates were tied directly to businesses rather than landowners does Wellington City Council / GWRC believe they would have any businesses still operating in the city?

Wellington City Council (the Council) has **refused** your request for information.

The Council has not undertaken forecasting on business due to the development of the Bike Network. This part of your request has been refused under section 17(g) of the Act because the information is not held.

The Council has not forecast loss of businesses due to the development of a safe, connected Bike Network. In many urban cases, evidence suggests that creating more people-orientated streets including, but not limited to the instalment of bike lanes, increases footfall and revenue in these areas. Changes in [Fort Street](#) in Auckland that reduced vehicle volumes and speed, and encouraged cycling, lead to 47% more visitors and a 429% increase in hospitality spending. We expect in the next 30 years to see a substantial increase in population in our central city and suburban centres and these main arterial streets which connect them will need to be used to move more people.

The Newtown to the City transitional bike and bus improvements project is monitoring the economic impact of the new bike and bus lanes. Baseline economic data has been collected and will

be compared with 'after' data once the full route has been installed and the new design has had time to embed. Attached (Item 1) is some research data the was undertaken by the Council. I refer you to pages 14-20. Please note that the strong rebound in Thorndon (absent at other areas in the CBD) is probably due to the large number of Home Improvement retailers in that precinct. Spend on the Home Improvement category has been strong irrespective (or because of) COVID-19.

The Council does not have business hubs as such, but the spatial plan identifies growth and multi-use development in the central city and suburban centres. This part of your request has been refused under section 17(g) of the Act as the alleged documentation containing the information specifically about business hub creation around bike lanes is not held. The Bike Network aim is to reduce our emissions from road transport, make it easier and safer for everyone one to move around our growing city, opens up our streets for people of all ages and alibies and help connect people to places.

The Council must follow the rules as set out by the Local Government (Rating) Act 2002 and supported by the Council's [Revenue & Finance Policy](#), [Rates Postponement Policy](#) and [Rates Remission Policy](#). The Council cannot comment on rates being tied directly to businesses as this is not part of the legislation and no research has been undertaken on this aspect. Therefore, as we do not hold such information, this part of your request has been refused under section 17(g) of the Act.

Right of review

If you are not satisfied with the Council's response, you may request the Office of the Ombudsman to investigate the Council's decision. Further information is available on the Ombudsman website, www.ombudsman.parliament.nz.

Please note, we may proactively release our response to your request with your personal information removed.

Thank you again for your request, if you have any questions, please feel free to contact me.

Kind regards

Asha Harry

Official Information

Wellington City

Parking and Retail Spend

Dec 2021 analysis

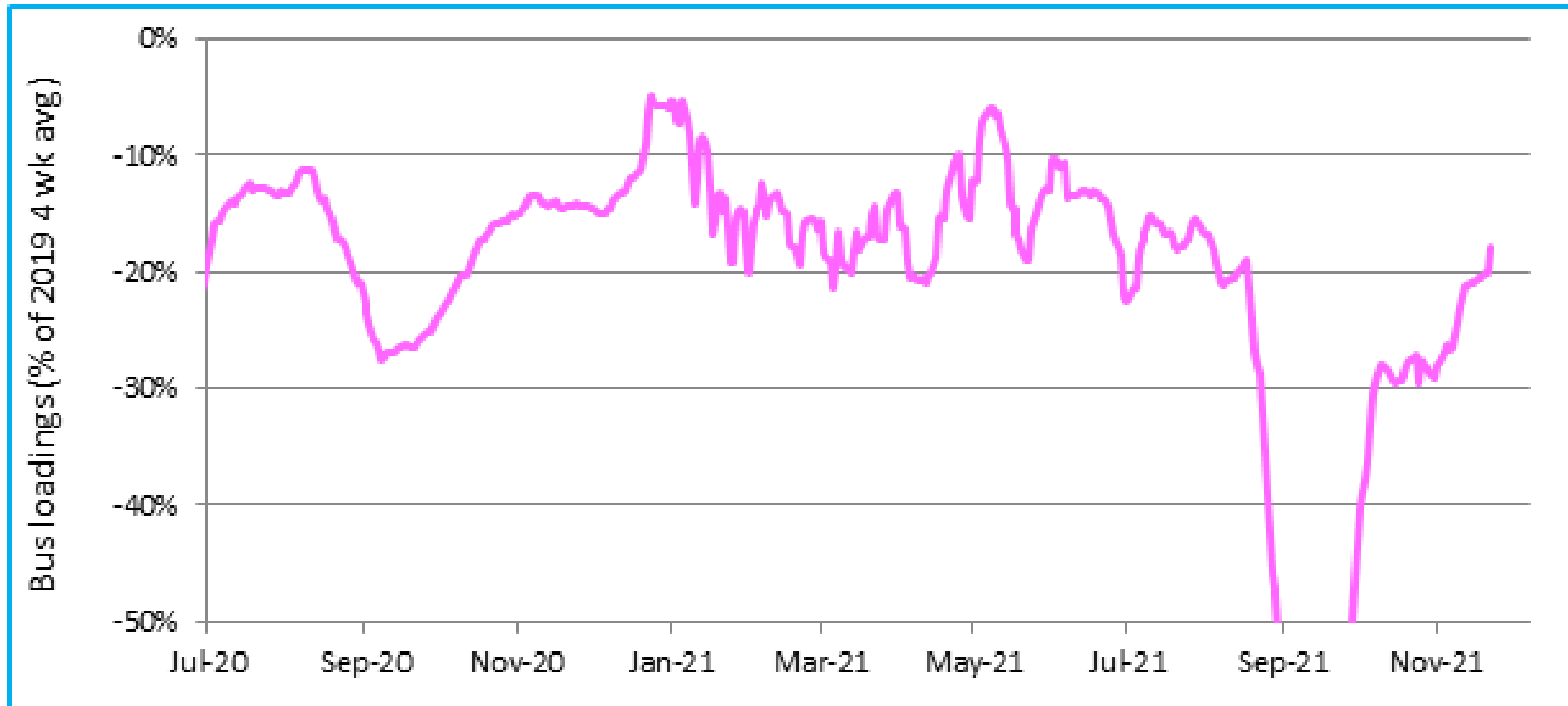
Terms of Reference

- Thorndon
 - Retail spend/parking (night, day, week, W/E)
- CBD
 - Retail spend/parking (night, day, week, W/E)
- Clifton car-park
 - Occupancy (Week and W/E)

Context



Public transport use

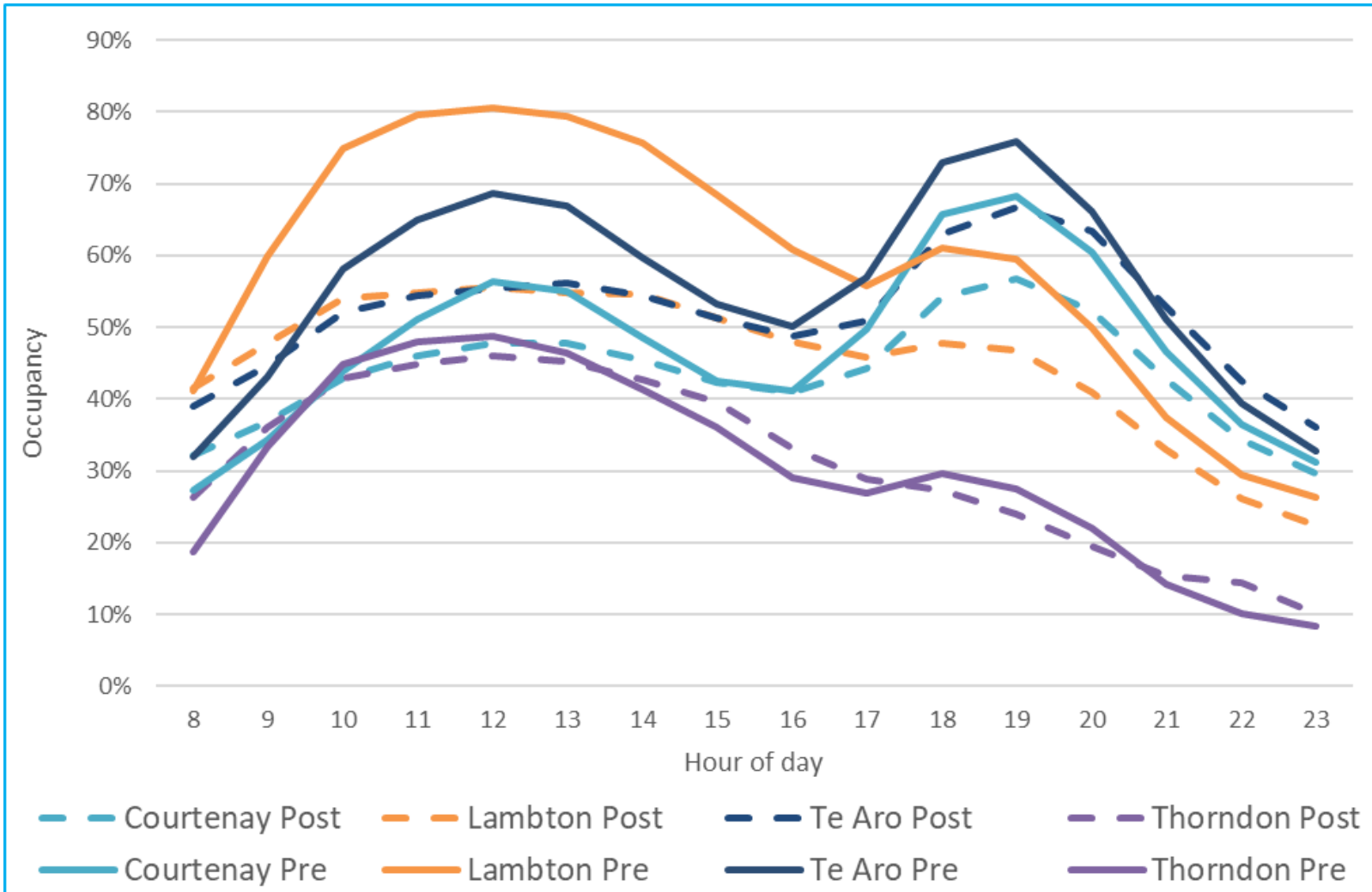


Source: gwz

- COVID-19 Lockdowns and health sensitivity
 - High % are persistently working from home

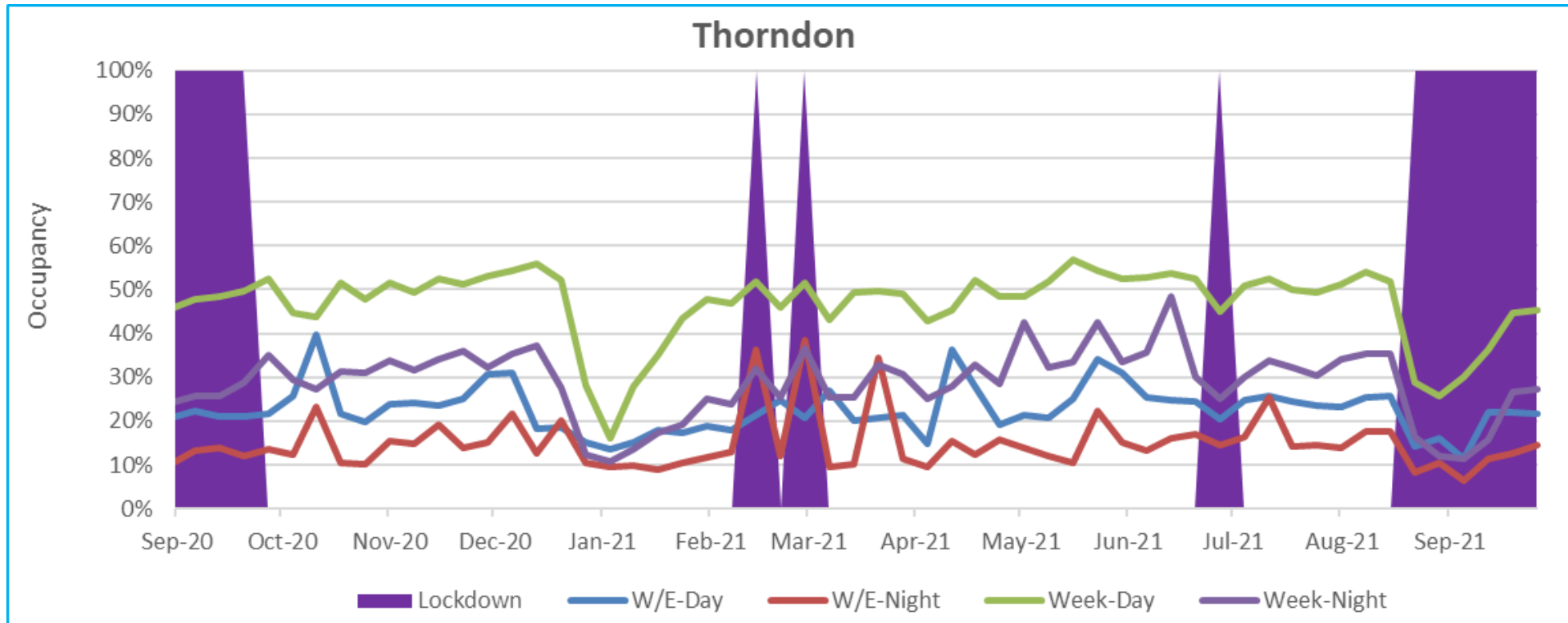
Parking

Occupancy: Pre vs Post tariff increase



- Background
 - Compares July/Aug 2020(Pre) with Jul/Aug 2021 (Post)
 - Lambton and Thorndon are mid-morning intensive
 - Te Aro and Courtenay are afternoon intensive
- Change in occupancy
 - Thorndon grows!
 - Rest decline by 15%-5%
 - Lambton has the largest decline

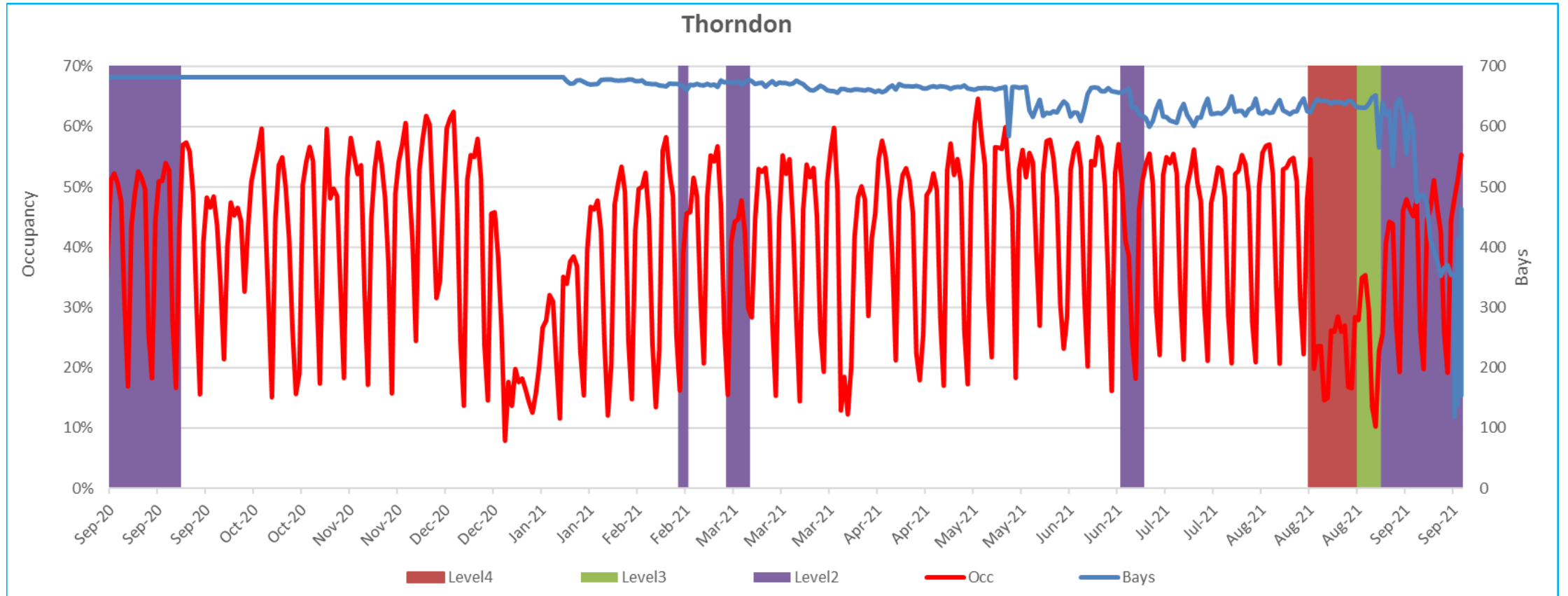
Thorndon



Source: WCC

- Low occupancy (especially at W/E)
- No decline post July

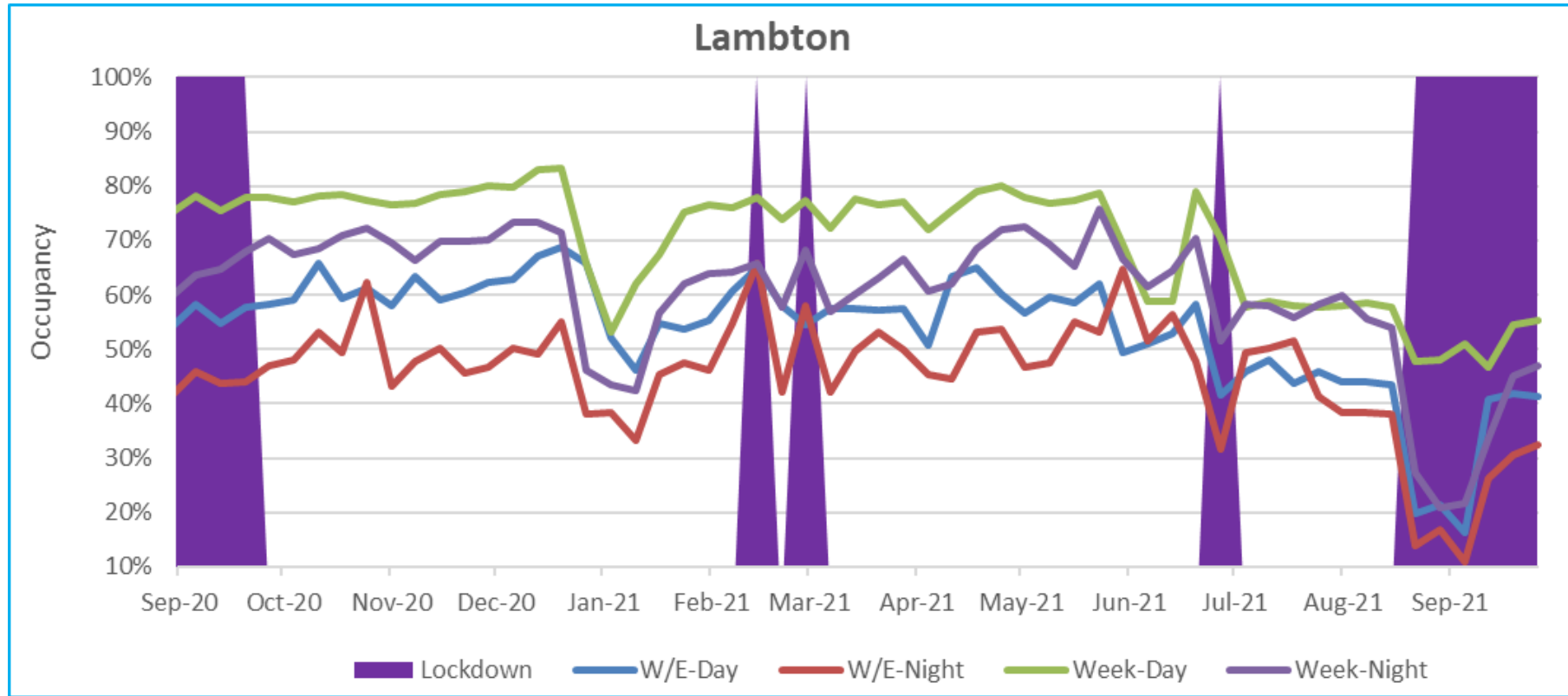
Thorndon loss of bays



Source: WCC

- Stable occupancy July to Aug
- NOTE: Loss of bays (-15%) in Sep PLUS increase in occupancy

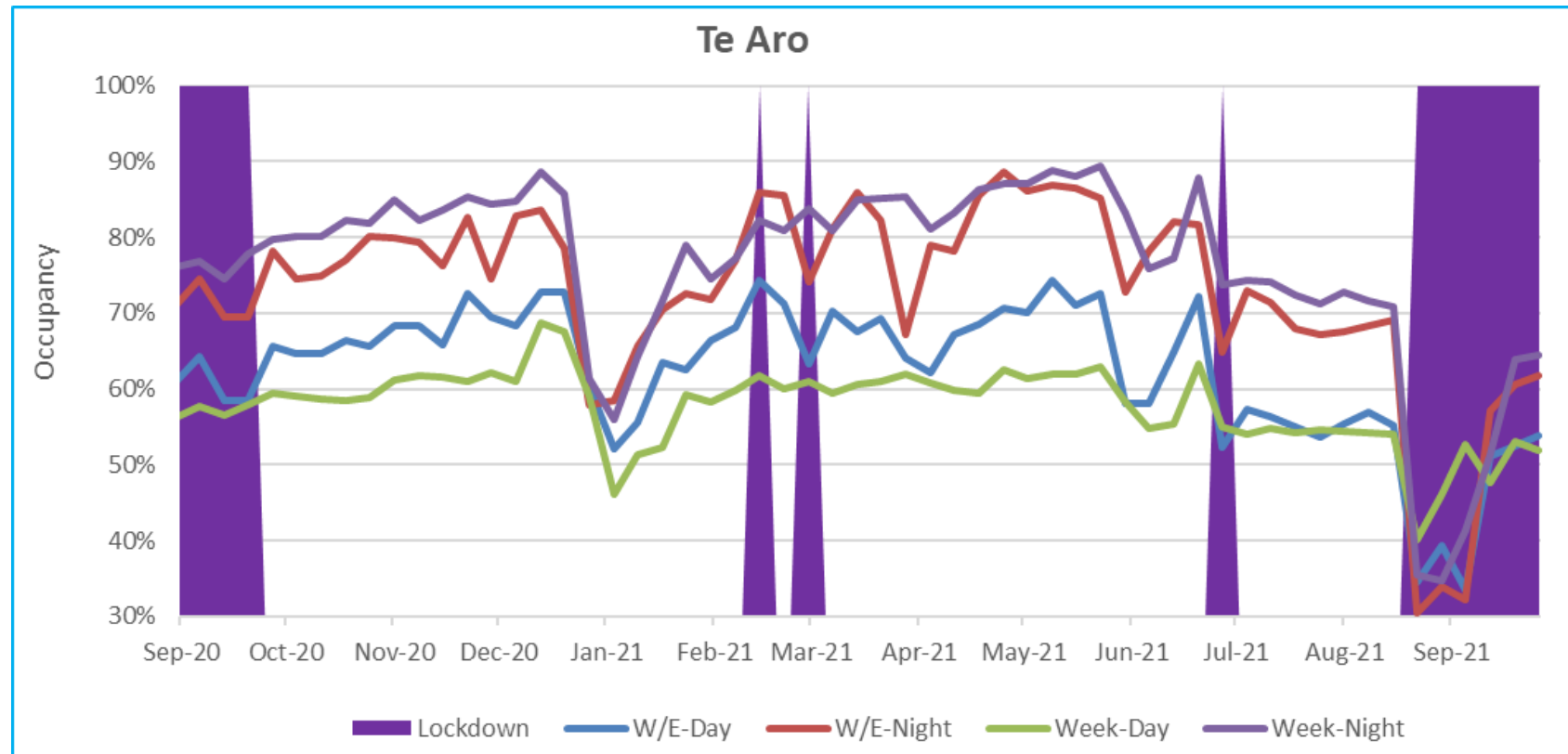
Lambton



Source: WCC

- High occupancy in day
- Dramatic decline post July

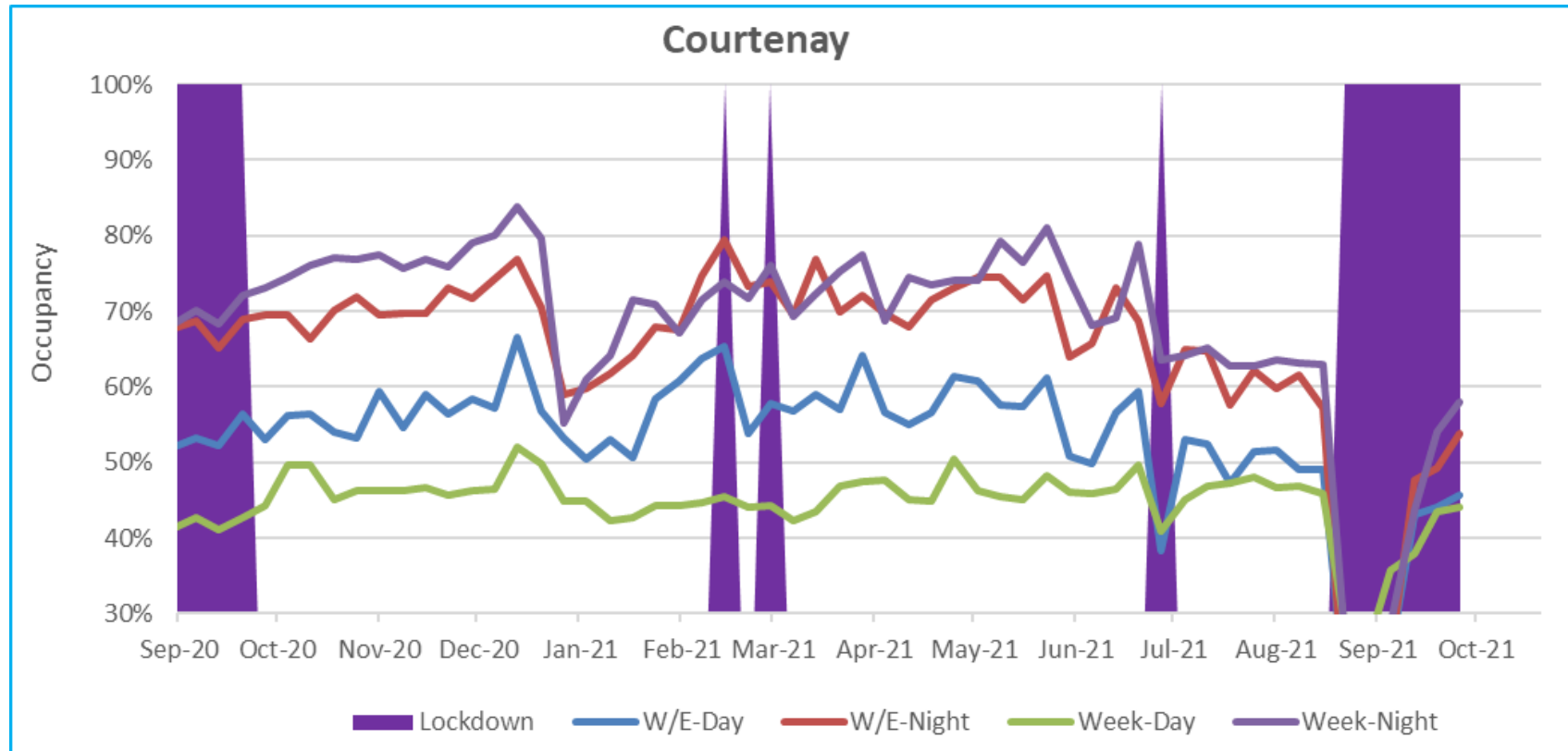
Te Aro



Source: WCC

- High occupancy in day and night
- Dramatic decline post July

Courtenay



Source: WCC

- High occupancy at night (week and W/E)
- Dramatic decline post July

Clifton carpark

| Average Peak Occupancy (Weekdays) | |
|--------------------------------------|--------|
| July 2021 | 98% |
| August 2021 | 56% |
| September 2021 | 61% |
| October 2021 | 92.82% |
| November 2021 (up to 25th) | 96.27% |

| Average Peak Occupancy (Weekends) | |
|--------------------------------------|--------|
| July 2021 | 15.98% |
| August 2021 | 7.79% |
| September 2021 | 11.85% |
| October 2021 | 17.76% |
| November 2021 (up to 25th) | 16.70% |



Source: WCC

- Week: Full (95%+ post-Lockdown)
- W/E: Underutilised (16%)

Parking summary

- Context

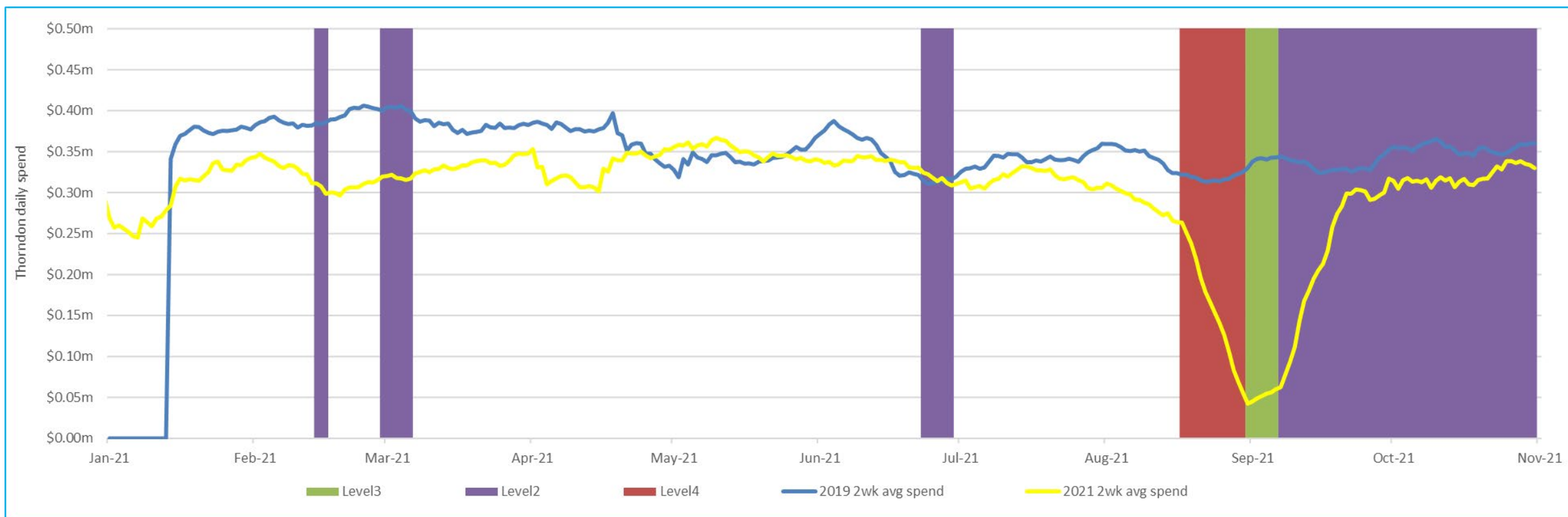
- City wide car-parks:
 - 3,200 (approximately) WCC controlled carparks
 - 23,000 total car-parks (private + public)
- Public parking charges increased:
 - 50c/hour for all tariffs on July 5th 2021 (i.e. 20% increase during W/E)
 - Weekend hours went from 8am-6pm to 8am to 8pm

- Observed trends

- CBD occupancy dropped approximately 15% post-tariff change
- Thorndon
 - 2% increase in occupancy post-tariff change
 - Reduction in bays increases occupancy in Sep+ 2021
- Lockdown delays expected 'recovery' after tariff increase
 - There is anecdotal evidence that occupancy drops as tariffs are increased, but then return to normal after around 6 weeks

Retail and Hospitality

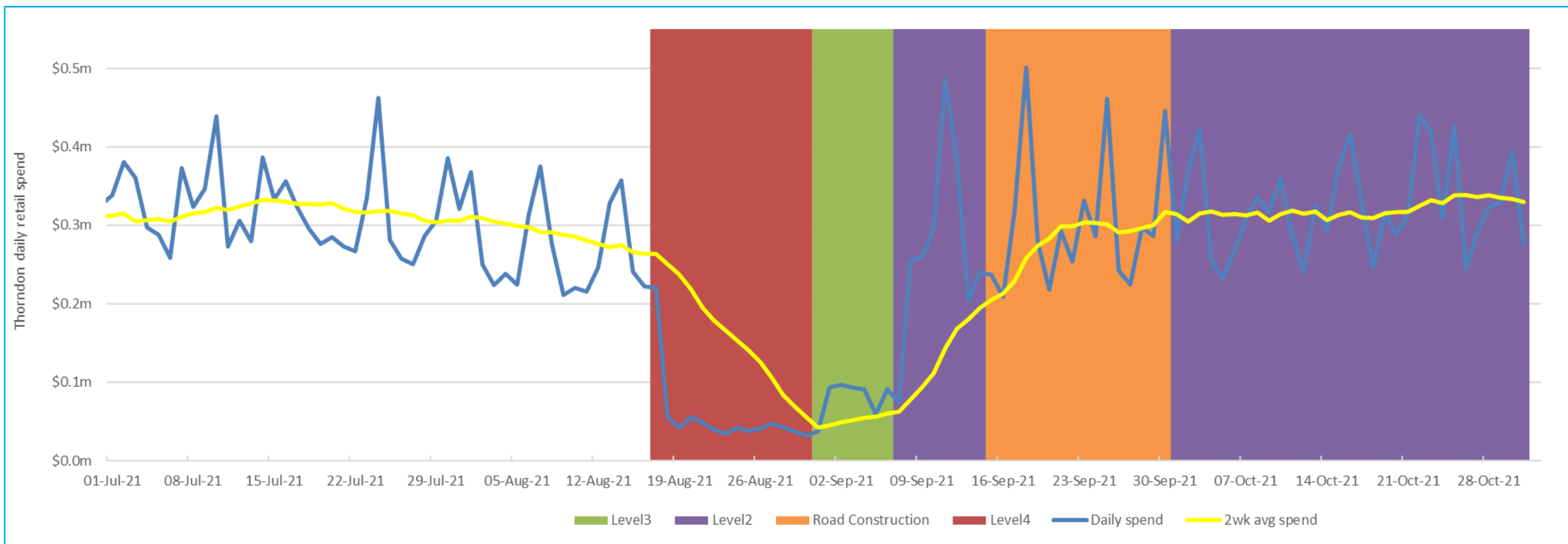
Thorndon: spend by day (8am-6pm)



Source: MarketView

- Spend is \$0.35m average
- Trend: declines Jul/Aug but recovers in Oct (despite changes to parking)

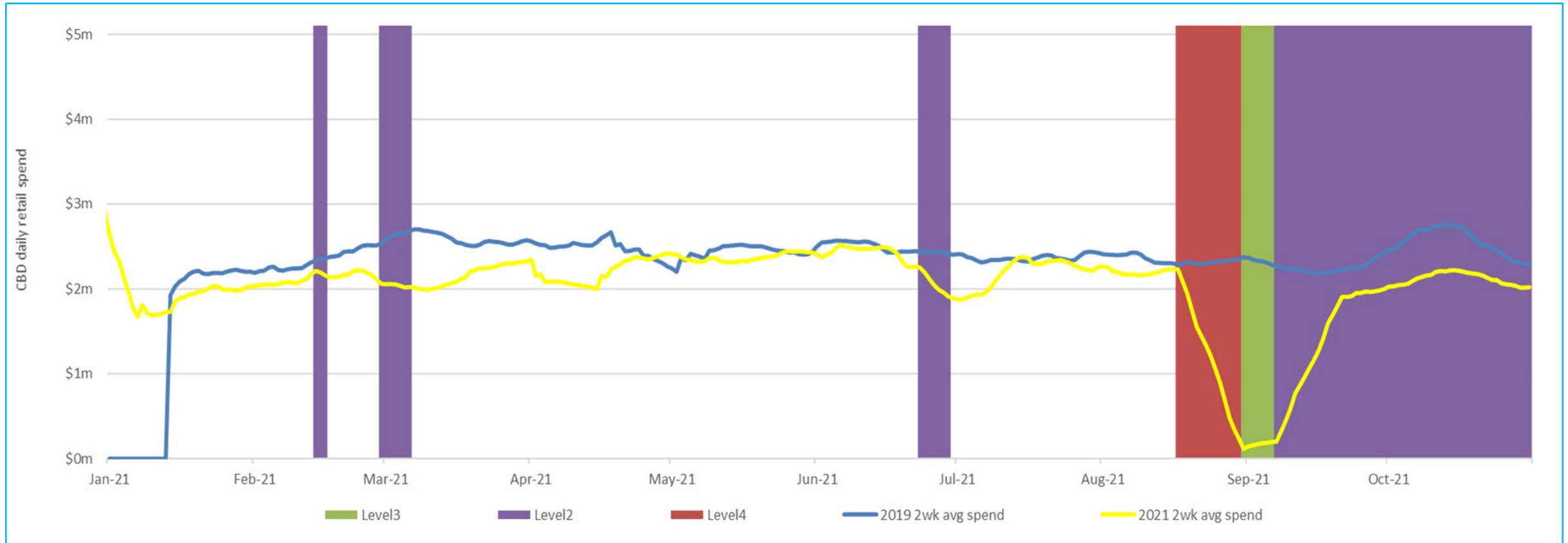
Thorndon: spend by day (8am-6pm) detail



Source: MarketView

- Road construction to convert angle bays to parallel
- Bounce in spend post-Level4/3 lockdown
 - Consistent with home/hardware nature of merchants (consumer travel budget being spent on home improvements)

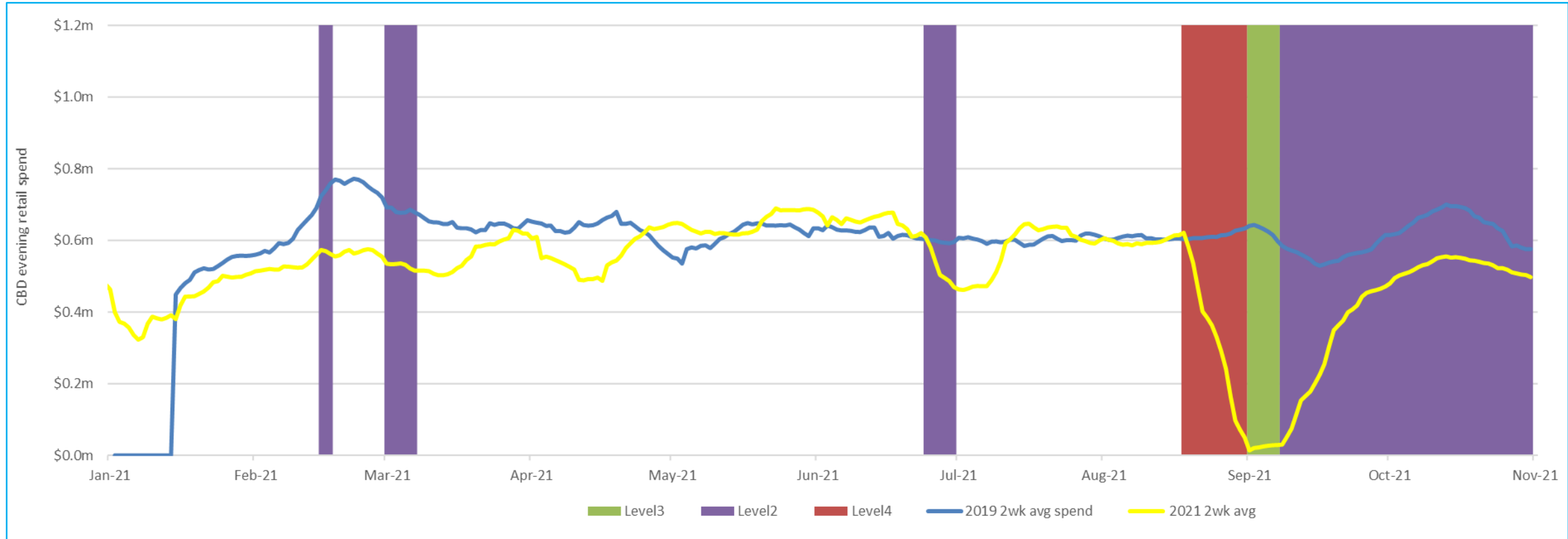
CBD: spend by day (8am-6pm)



Source: MarketView

- Daily spend of \$2.5m
- Trend: post-lockdown not quite recovered (WfH + lockdown anxiety?)

CBD: spend by night (6pm-10pm)



Source: MarketView

- Daily spend of \$0.6m average
- Trend: similar to day spend

Retail summary

- Retail+hospo excludes groceries and fuel
- Recovering to 2019 levels prior to latest lockdown
- Change in spend brought on by
 - COVID-19 lockdown
 - Working from Home (WfH)
 - CBD foot-fall down by 15%+
 - But spend is not down by the same factor
 - Online spend increase
 - Increases in apparel and groceries by approximately 10%
 - Parking is a small cost in the overall CBD Experience
 - I.e. the average merchant spend is \$40 per transaction
 - The typical consumer has many transactions in their visit

CBD parking and retail (final thoughts)

- Working from Home
 - Likely to be persistent
 - Likely to reduce demand for parking and to some extent CBD spend for retail/hospo
- Parking occupancy
 - Lockdown: has had a significant impact
 - Tariff changes: too early to tell the long-term impact due to COVID-19