

20 October 2022

File ref: IRC-3876



Kia ora 

### **Newtown to City Cycleway**

Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), received on 13 September 2022. Please find below your requested information, followed by our response to each:

#### **Median Strip Documents**

- Copies of all documents showing WCC officers' consideration of the use of the median strip footpaths between Kent and Cambridge Terrace for the Newtown to City cycleway route.
- I am requesting the documents showing both the consideration of this option "early in the project development" as described in paragraph 38 of the paper and also all documents showing consideration of the proposal I made and the plans I provided for this option reviewed by Spencer Holmes.

I would like to understand how WCC has complied with section 77 of the Local Government Act 2002 and these documents will assist me with this.

#### **Removal of U-turns between Kent and Cambridge Terrace and right turn into Pirie Street.**

- Copies of all documents on the consideration of the retention of the U-turn closest to the Basin Reserve between Kent and Cambridge Terrace described in paragraph 36 of the paper.
- Copies of all documents on the effect on the traffic network from diverting traffic around the Basin Reserve or otherwise by closing these U-turns including the basis for saying they will incur "an additional 3minute travel time" in paragraph 34 of the paper and the basis for the 90 seconds estimate in paragraph 35.

#### **Construction Contracting documents**

- Copies of all correspondence with the contractors (proposed or agreed) for the Newtown to City cycleway on construction schedules for the Newtown to City Cycleway and copies of a contract or proposed contract for these works with the contractor.

I do not require commercially sensitive information on pricing but do require the date when any contract for these works was signed and any communications with the contractors about when they could start or resume works that were paused by the High Court injunction after a decision was made on a traffic resolution.

#### **Economic Data**

- Copies of the economic data and preliminary analysis referred to in paragraphs 31 and 32 of the paper.

### Hospital Agreement

- Copies of any agreements, understandings or otherwise reached with Wellington Hospital on the ability of members of the public to use carparking in the hospital which are described in paragraph 27 of the paper.

Wellington City Council has partly granted your request for information.

### Median Strip Documents

Below are the documents that fall in scope of this part of your request and my decision to release the document:

Item	Document name/description	Decision
Appendix 1	WCC Transitional Cycleways Multi Criteria Analysis	Released

Information relating to your request regarding consideration of the use of the median strip footpaths between Kent and Cambridge Terrace for the Newtown to City cycleway route is publicly available and can found via the following link [here](#), however this information has been provided above.

In particular, pages 5 and 6 are of most relevance to this part of your request. As documented in the Multi Criteria Analysis (MCA) document, a long list of options was considered for the Kent/Cambridge Terrace section of the route. Options that were not considered appropriate at this stage, did not advance to the MCA assessment stage. The use of the median strip footpaths as the cycleway would involve a mixture of shared paths, and a change in road space through kerb re-alignment, both of which were discounted at this long list stage.

As these routes are intended to form key parts of the cycle network with high cyclist volumes, shared paths were not compliant with Austroads and Waka Kotahi guidance and extensive kerb re-alignment was considered out of scope for the accelerated and transitional nature of these projects.

The options that were considered through the MCA process included one and two way separated cycleway and shared bus/cycle lanes for width constrained locations as options along each route.

### Removal of U-turns between Kent and Cambridge Terrace and right turn into Pirie Street.

Below are the documents that fall in scope of this part of your request and my decision to release the document:

Item	Document name/description	Decision
Appendix 1	Slide from a Transportation Programme Board Meeting dated 15 October 2021	Released
Appendix 2	Slide from a Transportation Programme Board Meeting dated 17 December 2021	Released

Appendix 3	Email correspondence with the Transitional Programme team and City Design team regarding U-Turns between Kent and Cambridge Terrace dated 1 September 2022	Released
Appendix 4	Power point presentation regarding U-turns referenced in Appendix 2	Released

On 15 October 2021 a Transportation Programme Board Meeting was held, at which time key design decisions were approved, including closing the Cambridge/Kent Terrace turn arounds (appendix 1). It was confirmed no traffic modelling would be done as impacts were not expected to be significant and the transitional nature of project allowed for testing s in real time.

At this early stage, consideration was given to retaining a U-turn at the southern end, however, a Road Safety Audit flagged this as a safety issue, and subsequent designs had both turning bays closed. Subsequent design signoffs included both U-turns being closed.

More recently, given community concerns shared, phone discussions with traffic engineers re-confirmed the impact on the network as minor (as originally determined back in October), given the low volumes of people turning and the alternatives available. A desk-top based assessment using travel times from Google maps assisted in estimating the impacts on individuals re-routing around the Basin.

### Construction Contracting documents

In response to your request regarding copies of a contract or proposed contract for the Newtown to City cycleway works with the contractor, I can confirm that no specific contract was created between the Council and contractors regarding these works, this was done under the Councils existing Roothing Maintenance contract with contractors.

We are therefore refusing your request under section 17(e) of the LGOIMA because the requested contract between the Council and contractors relating to the Newtown to City cycleway does not exist.

However, the authorisation to start and/or stop these works were instructed by email, below are the documents that fall in scope for the second part of this request, any communications with the contractors about when they could start or resume works, and my decision to release the document:

Item	Document name/description	Decision
Appendix 1	Email correspondence to contractors dated 25 February 2022 confirming the start date of works to be 1 March 2022	Released. Redacted section 7(2)(a) of the LGOIMA act 1987
Appendix 2	Email correspondence to contractors dated 3 June 2022 pausing works	Released. Redacted section 7(2)(a) of the LGOIMA act 1987
Appendix 3	Email correspondence to contractors dated 27 September 2022 confirming works to resume on Riddiford St on 3 October 2022	Released. Redacted section 7(2)(a) of the LGOIMA act 1987

Please note, some information has been redacted under section 7(2)(a) of the Local Government Official Information and Meetings Act 1987, as it contains personal information about private individuals.

### **Economic Data**

Below are the documents that fall in scope of this part of your request and my decision to release the document:

<b>Item</b>	<b>Document name/description</b>	<b>Decision</b>
Appendix 1	Data Commentary and Market Insight	Released
Appendix 2	Newtown Cycleway Retail Spend Review	Released

### **Hospital Agreement**

Below are the documents that fall in scope of this part of your request and my decision to release the document:

<b>Item</b>	<b>Document name/description</b>	<b>Decision</b>
Appendix 1	Email correspondence between Council officers and Capital & Coast District Health Board dated 13 January 2022	Released. Redacted section 7(2)(a) of the LGOIMA act 1987
Appendix 2	Potential copy of agreement between WCC and CCDHB. Being finalised	Released. Redacted section 7(2)(a) of the LGOIMA act 1987

Council officers and Capital & Coast District Health Board (CCDHB) have held discussions regarding members of the public using their carparks, appendix 1 captures this conversation held between 13 and 14 January 2022.

Appendix 2 is a copy of the License Agreement between the Council and Te Whatu Ora – Health New Zealand (Capital, Coast and Hutt Valley District) for use of their land.

### **Redaction**

Please note, some information has been redacted under section 7(2)(a) of the Local Government Official Information and Meetings Act 1987, as it contains personal information about private individuals.

### **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](http://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

Ollie Marchant  
**Official Information**

# WCC Transitional Cycleways Multi Criteria Analysis

Botanic Gardens to City & Newtown to City

25 November 2021



# Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

Version	Date	Author	Approver
1	21/10/2021	BL Rodenburg	

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# WCC Transitional Cycleways Multi Criteria Analysis

The WCC Transitional Cycleways proposes interim transitional cycleways to quickly roll out the WCC Cycleway network over months rather than years. These transitional cycleways will be formed with minimal physical works and temporary materials in an interim fashion.

Two projects are proposed as the initial tranche of work:

- Newtown to City, extending for 2.3km along Riddiford St, Adelaide Rd, Cambridge Terrace), and
- Botanic Gardens to City, extending for 1.3km along Tinakori Road, Bowen Street, Whitmore Street.

The two projects are shown below in Figure 1

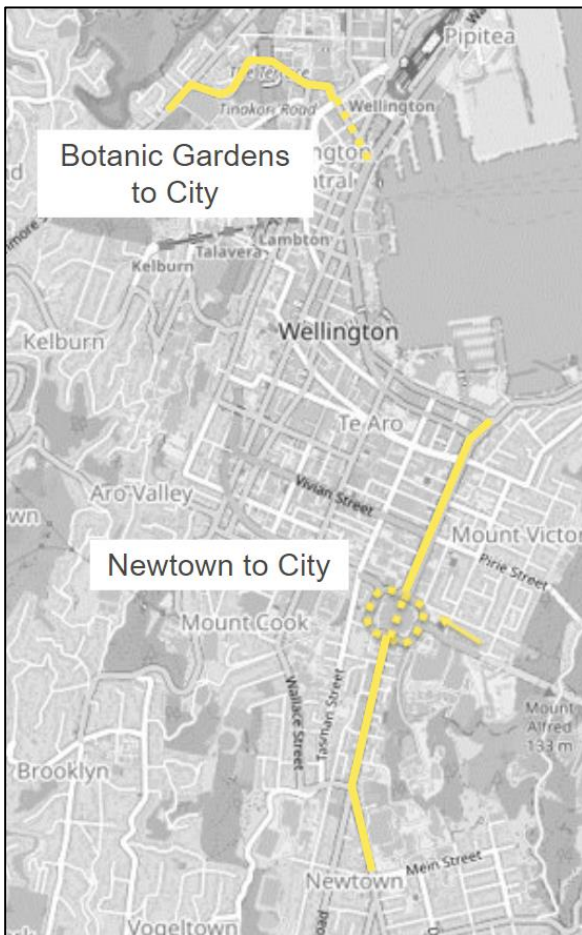


Figure 1 Project extents

## Newtown to City

The Newtown to City Transitional Cycleway extends along Riddiford Street, Adelaide Road and Cambridge Terrace between Newtown (Mein Street) and the waterfront at Waitangi Park.

There is no current provision for cyclists between Newtown and the city; cyclists are currently required to share traffic lanes with vehicles. This suppresses cycling demand that could start to be unlocked with a suitable facility.

LGWM works on this corridor have not yet been confirmed and are not scheduled to occur for several years (maybe up to 10). WCC has an opportunity to implement some interim measures until these future works are completed.

This road corridor has limited width and a cycle facility would occupy space currently used for other modes of transport. For past projects this has meant that affected stakeholders are concerned of the impact of the changes and sceptical of the benefits. This interim project will record the outcomes to quantify the benefits and compromises of such a facility for consideration in the LGWM design, as well as providing improved cycling opportunities for people travelling between Newtown and the city.

The project scope includes:

- Connections to Mt Victoria Tunnel (path), Hospital, Memorial Park & Courtney Place
- Monitoring before and during implementation
- Evaluation
- Signalised intersection upgrades
- Robust communications
- Integration with LGWM intersection changes along SH1
- The extent of the project is provided in the attachment.
- Interim pedestrian facility upgrades
- Interim bus facility improvements
- Considering where the cycle facility is within the road cross-section
- Liaison with Newtown Festival
- Coordinate with other works on this corridor (e.g. scheduled maintenance)
- Consider Newtown E-petition and bus priority in design

Newtown to City has been divided into two sub-projects 'south' and 'north' of the Basin respectively to reflect the significant difference in road layout and design between Adelaide Road and Cambridge Terrace.

## **Botanic Gardens to City**

The Botanic Gardens to City Transitional Cycleway extends along Tinakori Road, Bowen Street and Whitmore Street between Thorndon at the Botanic Gardens and the waterfront at Customhouse Quay.

The corridor from the Botanical Gardens to the Waterfront has been identified as a key route in the cycle network, with great opportunity for low cost interim solutions.

LGWM is expected to implement works along this corridor in 2023-mid 2024, and WCC has an opportunity to implement some interim measures until these future works are completed.

City Centre Pedestrian Improvements which include 1 intersection improvements on Bowen St (installation March 2022) and 2 intersection improvements for Whitmore Street (planned for installation before end of December 2021) providing an opportunity to optimise any further improvements for this interim cycleway i.e. changes to signals. This interim project also provides the opportunity to test proposed bus improvements from City Streets ahead of the final design.

The project scope includes:

- The flexibility to adjust the interim solution throughout the lifespan.
- This project is planned to be delivered through the Innovating Streets approach
- Installation of a low cost cycleway from the Botanical Gardens through to the Waterfront via Bowen Street and Whitmore Street.
- Interim parking management scheme of the site (including immediate side streets) along Bowen Street and Whitmore Street.

- The extent of the project is provided in the attachment.
- Interim pedestrian facility upgrades
- Interim bus facility improvements
- Integration with the CCPI intersection improvements.
- Coordinate with other works on this corridor (e.g. scheduled maintenance)
- Consider bus priority in design

## Multi Criteria Analysis (MCA) Process

Summary provided below. For detailed breakdown refer Appendix A

### Criteria and considerations

The MCA has utilised the project criteria and considerations developed by Lets Get Welly Moving (LGWM) to ensure consistency across the two programmes.

For Newtown to City South the MCA also considered the community objectives identified through consultation for the Newtown Connections project also operating in parallel.

### Scoring

The project team identified how each consideration would be assessed 'Facilities Measure' and the specific application of each score through a combination of qualitative and quantitative assessment.

Several considerations were duplication of other considerations. These were not used to avoid double counting of benefits and dis-benefits.

The score results showed relatively little difference between the options. Reasons for this include:

- A long list assessment prior to the MCA considered a wider range of cycle facilities and ruled out those that were not appropriate. This meant that the four options assessed for the MCA proposed similar protected facilities for cyclists.
- The LGWM criteria and considerations assess the project impact on all road users, however this project is primarily aimed at providing a cycle facility which limited the range options proposed. All four options scored the similar for many of the considerations.

### Scoring scale

The project criteria were given equal weighting. The weighting for each consideration varies depending of the number of considerations in each criteria.

An additional 5% is added for the Newtown to City (South) route to include the Newtown Connections considerations. As this is applied equally across the options assessed no value was seen in re-balancing to 100%

Adjusting the weightings was considered to increase the score range and highlight the difference between options. This did not change the ranking or MCA outcome and was not considered necessary.

## Alternatives considered in long list assessment

The projects considered one and two way separated cycleway and shared bus/cycle lanes for width constrained locations as options along each route.

Other alternatives not considered appropriate for these routes and not assessed include;

- Alternate routes. These routes are identified in the Wellington Cycle Network Plan which has been consulted and approved in a separate process which considered alternate route options. Our assessment is not intended to repeat this.
- Sealed shoulders
- Shared path. These routes are intended to form key parts of the cycle network with high cyclists volumes, not compliant with Austroads and Waka Kotahi guidance for shared paths.
- Shared zones. These roads are arterial routes with high traffic volumes, not compliant with Austroads and Waka Kotahi guidance for shared roads
- Change in road space through kerb realignment. The transitional cycleways are intended to require minimum physical works and ability to amend or reinstate if required. Extensive kerb realignment or similar works will result in permanent changes not suitable for this programme.

## MCA Outcomes

Summary for each route provided below. For detailed breakdown refer scoring tables attached in Appendix A

### Botanic Gardens to City

Four options were assessed in the MCA:

- Option 1A – 1 way separated cycleways
- Option 1B – Uphill separated cycleway, downhill shared bus lane
- Option 2A – Bi-directional – removal of parking
- Option 2B – Bi-directional – retain some parking

**Table 1 Botanic Gardens to City MCA scores**

	Option 1A	Option 1B	Option 2A	Option 2B
<b>Key differentiating factors</b>	Cyclists are protected and in a familiar space for other road users improving safety, also contributes to higher LOS and uptake  Less changes to the road corridor making it quicker and cheaper to deliver	Less space for urban amenity  Downhill bus lane improves public transport reliability  Lower LOS for cyclists as protected facility only one direction  Less changes to the road corridor making it quicker and cheaper to deliver	More space for urban amenity	Low priority parking provided but compromises other spaces. Low priority parking not considered in MCA
<b>Weighted Score</b>	0.82	0.60	0.63	0.57
<b>Rank</b>	1	3	2	4

Option 1A received the highest score during the MCA and was identified as the preferred option to proceed to concept design. A few areas had constrained width not suitable for Option 1A, which were agreed could have a compromised solution of 1B to enable the cycle facility to proceed

## Newtown to City (North)

Four options were assessed in the MCA:

- Option 1A – Median kerbside cycle lanes with peak hour bus lanes
- Option 1B – Median kerbside cycle lanes with full-time bus lanes
- Option 2A – Bi-directional cycle path on Cambridge (median side) with peak hour bus lanes
- Option 2B – Bi-directional cycle path on Cambridge (median side) with full-time bus lanes

**Table 2 Newtown to City (North) MCA scores**

	Option 1A	Option 1B	Option 2A	Option 2B
<b>Key differentiating factors</b>	Some parking demand not accommodated in remaining spaces  Higher general traffic capacity reducing relative bus travel time improvement	High level of parking removal impacting high priority parking  Full time bus lanes improve reliability  Higher general traffic capacity reducing relative bus travel time improvement	More space for urban amenity  Two-way facilities create connectivity issues when sequenced taking longer to deliver	More space for urban amenity  High level of parking removal impacting high priority parking  Full time bus lanes improve reliability  Two-way facilities create connectivity issues when sequenced taking longer to deliver
<b>Weighted Score</b>	0.75	0.88	1.00	1.00
<b>Rank</b>	4	3	1	2

Options 2A and 2B received the highest scores during the MCA. Further review by the project team identified the preferred option as a combination with a full-time bus lane on Kent Terrace and a peak hour bus lane on Cambridge Terrace. This combined option has proceeded to concept design

## Newtown to City (South)

Four options were assessed in the MCA for Adelaide Road as the most constrained part of the corridor:

- Option 1A – full time shared cycle/ bus lanes
- Option 1B – Kerbside protected cycle lanes + full time bus lanes
- Option 2A – bi-directional cycleway, east side of road full time bus lane - one direction only
- Option 2B – narrow bi-directional cycleway, east side of road full time bus lanes

**Table 3 Newtown to City (South) MCA scores**

	<b>Option 1A</b>	<b>Option 1B</b>	<b>Option 2A</b>	<b>Option 2B</b>
<b>Key differentiating factors</b>	<p>Less space for urban amenity</p> <p>Cyclists required to share road space reducing safety, also contributes to lower LOS and uptake</p> <p>Less changes to the road corridor making it quicker and cheaper to deliver</p>	<p>Cyclists are protected and in a familiar space for other road users improving safety</p> <p>Bus stop bypasses occupy existing pedestrian footpath space reducing safety</p>	<p>More space for urban amenity</p> <p>Bus priority removed in one direction reducing reliability and offsetting other travel time improvements</p> <p>Two-way facilities create connectivity issues when sequenced taking longer to deliver</p>	<p>Bus stop bypasses occupy existing pedestrian footpath space reducing safety</p> <p>Two-way facilities create connectivity issues when sequenced taking longer to deliver</p>
<b>Weighted Score</b>	0.60	1.03	0.65	0.93
<b>Rank</b>	4	1	3	2

Options 1B received the highest score during the MCA and was identified as the preferred option to proceed to concept design.

Options 1C and 1D apply for Riddiford Street and were considered to have the same score as 1A & 1B noting a minor safety issue for cars turning right into/ out of driveways for options 1C & 1D which do not have a wide median. These will be further considered during concept design

# Appendix A – MCA tables

- MCA criteria and scoring application
- Scoring scale
- Botanic Gardens to City MCA ranking
- Newtown to City (North) MCA ranking
- Newtown to City (South) MCA ranking





### Scoring scale

Score	Benefits/disbenefits
3	Significantly achieves
2	Moderately achieves
1	Slightly achieves
0	Neutral
-1	Slightly reduces
-2	Moderately reduces
-3	Significantly reduces

### Objective weightings

Criteria	Consideration	Weight	Weight
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	6.6%	20%
	Improved pedestrian level of service	6.7%	
	Provides high priority parking and loading to improve accessibility	6.7%	
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	10.0%	20%
	Improved travel time of PT compared with private vehicles	10.0%	
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	10.0%	20%
	Increased uptake of cycling	10.0%	
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	0.0%	20%
	Improves safety for cyclists	5.0%	
	Improves safety for pedestrians	5.0%	
	Improves safety for public transport users	5.0%	
	Improves safety for vehicles	5.0%	
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	5.0%	20%
	Reduced disruption during construction	5.0%	
	Ability to deliver quickly, or sequenced for elements to deliver early	5.0%	
	Can be delivered within available budget	5.0%	
Newtown Connections community objectives	Improve the safety of facilities for people walking through and around the area	0.0%	5%
	Make it easier and safer for people to cross roads in the area	0.0%	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	0.0%	
	Minimise the impact on parking, especially for residents and businesses	0.0%	
	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	0.0%	
	Create opportunities to improve safe access, seating and shelter at bus stops	0.0%	
	Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas	5.0%	
	Create opportunities to improve the key locations identified in the data analysis from the Newtown Connections community engagement	0.0%	
	Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	0.0%	
<b>Total weights</b>		<b>100%</b>	<b>100%</b>

**Botanic Gardens to City MCA ranking**

Criteria	Consideration	Option Title				Comments	Comments	Comments
		Option 1A – 1 way separated cycleways	Option 1B – uphill separated cycleway, downhill shared bus lane	Option 2A – Bi-directional – removal of parking	Option 2B – Bi-directional – retain some parking			
	<a href="#">OPTION SKETCHES</a>							
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	2	1	3	2	Comments Isthmus. Bi-directional cycling requires high attention and understanding of both vehicle drivers as well as cyclists, might be less safe as high speeds of going downhill can risk uphill cyclists being slower and maybe less confident, urban space connections/POI's along route need to be considered	shouldn't Option2A be a 2? Wider delineation can incorporate more greening than Option 2B that can only accommodate bollard delineation The project plans include a new signposted pedestrian crossing across the northern leg of the Terrace/Bowen Street intersection that is proposed as part of the Central City Pedestrian Improvements (CCPI) project happening over a similar timeframe. It is not reflected in the scoring of this criteria as part of this separate project	I feel current options haven't really looked to identify opportunities to improve the public realm e.g widen footpaths, or identify the public space improvement areas. so how can we assess this
	Improved pedestrian level of service	0	0	0	0	is there opportunity within any of the options to widen footpaths for pedestrians? I would have thought changes to slip lane and island crossing at the Terrace intersection would improve level of service to pedestrians.		
	Provides high priority parking and loading to improve accessibility	-1	-1	-1	-1	Bowen St: Large amount of parking loss, but this loss is either low priority or can be mitigated with relocation. Large amount of parking loss on Bowen St, but this commuter parking which has a low priority in this area as per the Parking Policy. A few higher priority spaces will be lost. These include P10 outside a dairy on Tinakori, but these can be relocated to St Mary St. Similarly, P10 parking at Bowen/the Terrace can be relocated at the Terrace so has a minimal impact on access. Some P120 parking outside the Botanic Gardens will be lost, but alternative parking is located inside the Gardens so the impact on access to recreational facilities is low to moderate. Whitmore St: Existing taxi parking on south side must be removed or relocated to side streets. On north side, short-term parking can likely be retained outside of morning/evening peak with a clearway during peak times. As impact can be mitigated by relocating Taxi rank to side streets where there is a large amount of parking available and by retaining short term parks at midday when there is high demand, impact on access is expected to be minimal.	Provides high priority parking and loading to improve accessibility. isn't 'provides loading' rather to improve operations and servicing rather than accessibility? Mobility parking is accessibility in my mind. maybe be more explicit about what priority parking refers to: P10, P15, drop off areas, loading zones and mobility parking?	
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	0	1	0	0	Only significant change for 1B	Nadine - The BPAP indicates that there is no benefit of providing a downhill bus lane as downhill bus speeds are already 50+ km/h. Suggest changing score for 1B to 0.	
	Improved travel time of PT compared with private vehicles	1	1	1	1	Assumes bus jumps at Bowen Terrace for all options, 1B also provides limited bus priority on approach to Bowen Tinakori	Nadine - Reduced side friction with parked vehicles and reduced conflict with bikes likely to improve conditions for buses.	
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	2	1	1	1	Refer 'Bike LOS' tab		
	Increased uptake of cycling	3	2	3	3	Continuous protected facilities in 1A, 2A and 2B. Shared with buses in one direction in 1B. Provides connections to waterfront and future Golden Mile facility		
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	not used	not used	not used	not used			
	Improves safety for cyclists	2	1	1	1	Refer SSA tab - all options provide safety improvement for people on bikes		
	Improves safety for pedestrians	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for public transport users	0	0	0	0	Refer SSA tab - no significant changes		
	Improves safety for vehicles	0	0	0	0	Refer SSA tab - no significant changes		
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	Short term works on corridor include WWL upgrades and building construction (both underway) - city streets project in short term (scope unknown)	Could be a good opportunity to test how well downhill gradient cycle lanes work for permanent city streets work.	
	Reduced disruption during construction	-1	-1	-1	-1	Focus on Bowen Street section - Whitmore Street section more disruptive but similar across all options	Would the one way facilities be more disruptive as work has to occur on both sides of the road?	
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	Two-way facilities create connectivity issues when sequenced, signals changes required for all options	Yes - let's use the criteria to put in the 'intersection complexity/level of change' aspect for each option.	
	Can be delivered within available budget	3	3	2	2	All options considered can be delivered in a transitional cycleway framework with limited physical changes, although increased signals changes for Options 2A and 2B. To be reviewed as project progresses		
	<b>Weighted Score</b>	<b>0.82</b>	<b>0.60</b>	<b>0.63</b>	<b>0.57</b>			
	<b>Rank</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>			

**Newtown to City (North) MCA ranking**

Criteria	Consideration	Option Title				Comments
		Option 1A – Median kerbside cycle lanes with peak hour bus lanes	Option 1B – Median kerbside cycle lanes with full-time bus lanes	Option 2A – Bi-directional cycle path on Cambridge (median side) with peak hour bus lanes	Option 2B – Bi-directional cycle path on Cambridge (median side) with full-time bus lanes	
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	2	2	3	3	Kerb buildout at Vivian St pushes cyclists onto road, median green spaces to be incorporated into POI's/urban space enhancements, full-time bus lane supports a few principles of livability/15 min city - improvements to bus network needed, as per previous comment bi-directional movements need change in mindset and need a rise in awareness
	Improved pedestrian level of service	0	0	0	0	Couldnt option 2B include widening of footpaths or increased greening in sectiona along the corridor mixed in with retention of some parking? also opportunity in Option2 (Vivian St intersection) to implement greening or more public space where the cycle lane is pushed out leaving vacant space between cycle lane and median walkway
	Provides high priority parking and loading to improve accessibility	-2	-3	0	-3	Option 1A - both median parking lanes removed, kerbside lanes remain. Some demand likely will not be accomodated. Option 1B - Cambridge kerbside lane remains, around 3/4 of parking removed. High impact on ability to access local destinations by car. Remaining parking is easy to access from local destinations. Option 2A - 1 middle lane removed. Remaining parking is likely to accomodate demand at most times of day Option 2B - Around 3/4 of parking removed. Parking on median on Kent side remains. Large parking impact, remaining parking is relatively difficult to access as it is against the median.
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	0	2	0	2	No change for 1A and 2A, 1B and 2B have full time priority but tempered as part time priority already exists
	Improved travel time of PT compared with private vehicles	1	1	2	2	Reduced traffic capacity for all options, currently expect bi-directional to have more significant impact on traffic capacity - <b>to be confirmed through modelling</b>
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	2	2	2	2	Refer 'Bike LOS' tab
	Increased uptake of cycling	3	3	3	3	Continuous protected facilities in all options, provides connections to waterfront and other facilities east and west of Basin
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	not used	not used	not used	not used	
	Improves safety for cyclists	2	2	2	2	Refer SSA tab - all options provide safety improvement for people on bikes
	Improves safety for pedestrians	0	0	0	0	Refer SSA tab - no significant changes
	Improves safety for public transport users	0	0	0	0	Refer SSA tab - no significant changes
	Improves safety for vehicles	0	0	0	0	Refer SSA tab - no significant changes
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	No known short term works on corridor - city streets project in medium term - once further certainty around MRT
	Reduced disruption during construction	-1	-1	-1	-1	Similar levels of disruption for all options
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	Two-way facilities create connectivity issues when sequenced, signals changes required for all options
	Can be delivered within available budget	3	3	3	3	All options considered can be delivered in a transitional cycleway framework with limited physical changes. To be reviewed as project progresses
<b>Weighted Score</b>		<b>0.75</b>	<b>0.88</b>	<b>1.00</b>	<b>1.00</b>	
<b>Rank</b>		<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	

**Newtown to City (South) MCA ranking**

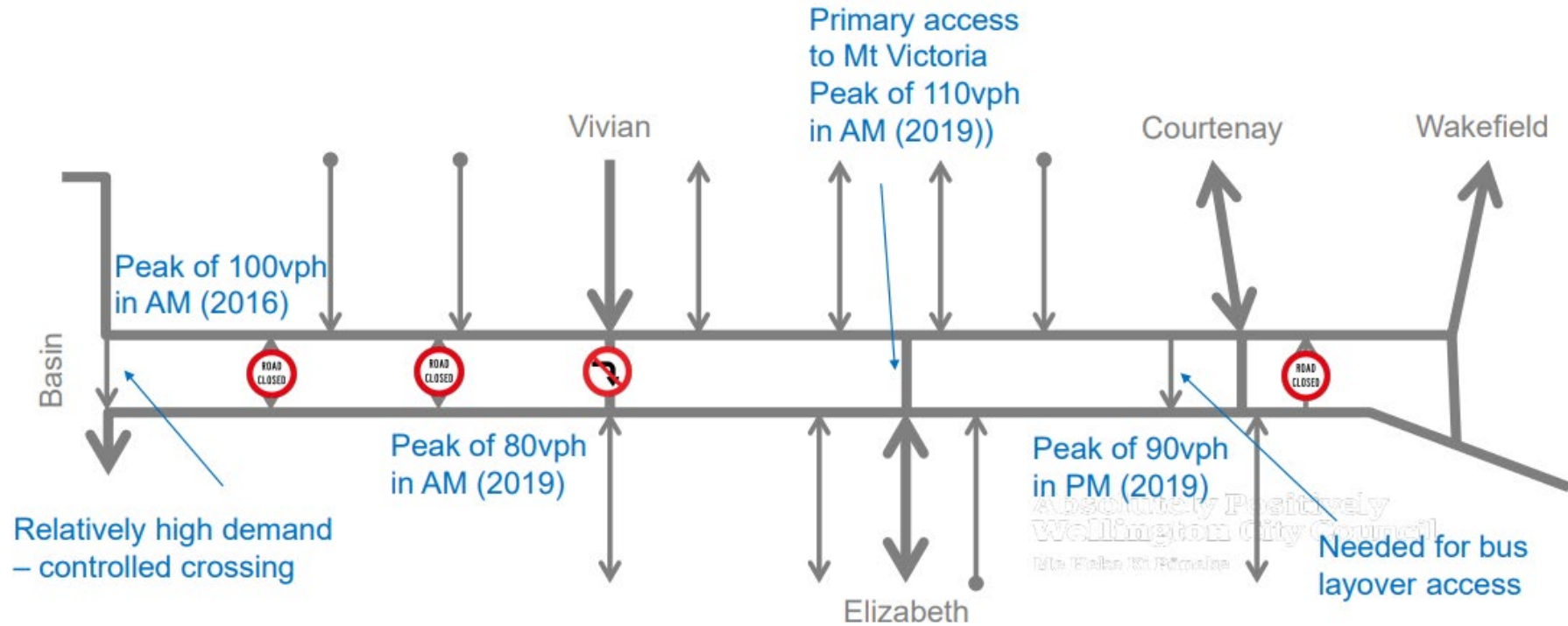
Criteria	Consideration	Option Title				Comments (WSP)
	<a href="#">OPTION SKETCHES</a>	Option 1A – full time shared cycle/ bus lanes	Option 1B – Kerbside protected cycle lanes + full time bus lanes	Option 2A – bi-directional cycleway, east side of road full time bus lane - one direction only	Option 2B – narrow bi-directional cycleway, east side of road full time bus lanes	
1. Create a safer, more accessible, connected, and livable central city with attractive streets and places for people to enjoy	Improved urban amenity	0	2	3	2	Comments Isthmus. Sceptical of the bi-directional routes if we can't achieve min width for safe cycling experience. Also, for having bi-directional routes - we shall look at John St intersection and cyclists coming from top of hill Adelaide Rd  Agree need to consider cycling network integration with Adelaide connections We need to look more closely at ped LoS during detailed design - can we get benefits through phasing? (CP)  Comments Isthmus. Option 1A shared cycle bus lanes should score 0 for status quo, despite the fact the Riddiford section is separated - Options 1C+1D (Riddiford St) would be a 3, but, combined with 1B (Adelaide Rd) this pulls the total down to a 2  So much more opportunity not integrated into the Options. Again this is disappointing as could score higher with this benefit
	Improved pedestrian level of service	0	0	0	0	
	Provides high priority parking and loading to improve accessibility	-3	-3	-3	-3	
2. Reduce reliance on private vehicle trips by making strategic PT corridors safe, more efficient, and reliable, with easy connection points	Improved reliability for public transport	2	2	-1	2	Adelaide Road: Almost all parking is removed in all options. Variety of parking on street, much of which is high priority in Parking Policy. Parking outside after hours medical centre retained. Riddiford St: Short term parking facilitates access to local shops and hospital. 1A & 1B: All parking removed 1C & 1D: Parking on one side removed 2A & 2B: All parking removed 2C & 2D: Parking on one side removed 1A, 1B and 2B all have full time priority in both directions but tempered as part time priority already exists. 2A has full time in one direction but removes part time priority in opposite direction Reduced traffic capacity at all locations, bus priority in some locations, no priority in one direction in 2A Refer 'Bike LOS' tab
	Improved travel time of PT compared with private vehicles	2	2	1	2	
3. Reduce reliance on private vehicle trips by creating connected, safe, and efficient access by bike	Improved cycling level of service	1	2	2	2	Continuous protected facilities in 1B, 2A and 2B. Shared with buses in 1A. Provides connections to waterfront and other facilities east and west of Basin
	Increased uptake of cycling	1	3	3	3	
4. Create a low carbon future transport system which is more resilient, supports growth and is adaptable to disruption by providing safe and attractive transport choices	Increased mode share of walking, cycling and PT	not used	not used	not used	not used	Refer SSA tab - all options provide safety improvement for people on bikes Refer SSA tab - 1A and 2B assumed to have narrow bus stop bypasses in existing pedestrian footpath space reducing pedestrian safety Refer SSA tab - no significant changes Refer SSA tab - no significant changes No known short term works on corridor - city streets project in medium term - once further certainty around MRT Similar levels of disruption for all options except 1A where minimal works required Two-way facilities create connectivity issues when sequenced, signals changes required for all options All options considered can be delivered in a transitional cycleway framework with limited physical changes. To be reviewed as project progresses
	Improves safety for cyclists	1	3	2	2	
	Improves safety for pedestrians	0	-1	0	-1	
	Improves safety for public transport users	0	0	0	0	
	Improves safety for vehicles	0	0	0	0	
5. Enables benefits to be delivered faster with higher quality community engagement and minimal disruption	Alignment with other planned works in the road corridor	0	0	0	0	
	Reduced disruption during construction	0	-1	-1	-1	
	Ability to deliver quickly, or sequenced for elements to deliver early	-1	-1	-2	-2	
	Can be delivered within available budget	3	3	3	3	
Newtown Connections community objectives	Improve the safety of facilities for people walking through and around the area	not used	not used	not used	not used	All options provide opportunity to improve the area character through appropriate use of materials and designs. All options along the same corridor with similar space requirements
	Make it easier and safer for people to cross roads in the area	not used	not used	not used	not used	
	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus	not used	not used	not used	not used	
	Minimise the impact on parking, especially for residents and businesses	not used	not used	not used	not used	
	Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights	not used	not used	not used	not used	
	Create opportunities to improve safe access, seating and shelter at bus stops	not used	not used	not used	not used	
	Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas	1	1	1	1	
	Create opportunities to improve the key locations identified in the data analysis from the Newtown Connections community engagement Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement	not used	not used	not used	not used	
<b>Weighted Score</b>	<b>0.60</b>	<b>1.03</b>	<b>0.65</b>	<b>0.93</b>		
<b>Rank</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>2</b>		

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

<https://wellington.govt.nz/parking-roads-and-transport/transport/cycling>

# Kent/Cambridge – Proposed turning restrictions



# Key design decisions/implications

## 3. Traffic lane/turn changes

- Right turn from Cambridge Terrace to Pirie Street removed (except emergency vehicles). Low volume movement with no issues raised.
- Adelaide Road/Riddiford St intersection; Adelaide Road and Riddiford Street reduced from two to one lane for general traffic. Increased delay for private vehicles, improved for buses and cyclists.
- Turning bays between Kent and Cambridge Terraces closed, except for southern turn so that turning vehicles are not required to travel around the Basin. Delay not expected to be significant
- Reduced to one traffic lane in each direction on Whitmore Street, separate turning bays removed. Increased delay for private vehicles, not a bus route
- Possible removal of right turn from Whitmore Street to Stout Street. To be further justified, consider if suitable for trial.
- No changes to Riddiford Street/Mein Street intersection at end of project

Absolutely Positively  
Wellington City Council  
Te Heke Ki Pōneke


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**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

**From:** [BUS: Assurance](#)  
**To:** [Ollie Marchant](#)  
**Subject:** FW: U-turn response  
**Date:** Thursday, 22 September 2022 10:57:39 am  
**Attachments:** [image001.png](#)

---

**From:** Renee Corlett  
**Sent:** 01 September 2022 05:23 PM  
**To:** Farzad Zamani <[Farzad.Zamani@wcc.govt.nz](mailto:Farzad.Zamani@wcc.govt.nz)>  
**Cc:** Claire Pascoe <[claire.pascoe@wcc.govt.nz](mailto:claire.pascoe@wcc.govt.nz)>; Oli du Bern <[Oli.duBern@wcc.govt.nz](mailto:Oli.duBern@wcc.govt.nz)>; Matthijs van Dijk <[Matthijs.vanDijk@wcc.govt.nz](mailto:Matthijs.vanDijk@wcc.govt.nz)>  
**Subject:** RE: U-turn response

As requested all information in a power point  [U-turns .pptx](#)

Thanks,  
Renee

---

**From:** Renee Corlett  
**Sent:** 31 August 2022 04:46 PM  
**To:** Farzad Zamani <[Farzad.Zamani@wcc.govt.nz](mailto:Farzad.Zamani@wcc.govt.nz)>  
**Cc:** Claire Pascoe <[claire.pascoe@wcc.govt.nz](mailto:claire.pascoe@wcc.govt.nz)>; Oli du Bern <[Oli.duBern@wcc.govt.nz](mailto:Oli.duBern@wcc.govt.nz)>; Matthijs van Dijk <[Matthijs.vanDijk@wcc.govt.nz](mailto:Matthijs.vanDijk@wcc.govt.nz)>  
**Subject:** U-turn response

Kia ora Farzad,

As requested a response to the U-turns:

The project team and designers have investigated a range of options regarding possible solutions to opening the U-turns between Kent and Cambridge Terrace.

The options are outlined below:

- **Cyclist electronic warning sign:** not effective by itself as risks still remains of vehicles not seeing cyclists coming from both directions while focusing on finding gap in oncoming traffic.
- **Speed humps:** drivers will focus on the speed humps and not approaching cyclists, reducing the speeds of vehicles will not address the main safety concerns.
- **Speed management on cycleway:** not effective by itself, cyclist may not see vehicles in turn around bay and continue into conflict zone
- **Raised tables:** potentially an option but would require significant civil works, impact on street light pole and impact on street trees. Would be out of scope for transitional programme and is more of a transformation programme scale project
- **Sign on Kent Tce:** Limited effectiveness as Kent Tce is cluttered with signs, tendency for drivers to take gaps in traffic rather than pause to check other direction
  
- **Signalising the intersection:** This may be a safe solution to cater for the movement between Kent and Cambridge Terrace but is out of scope of the transitional cycleways programme and has many complexities associated with it outlined below.



- Relocating the pedestrian crossings to the u-turn makes sense to reduce the size of the intersection and avoids closely spaced intersections
- We would need to remove one southbound traffic lane on Kent Tce because the parking lane is too narrow to form a u-turn lane (parking lane 1.9m and swept path of truck is 3.8m wide when making a u-turn)
- The island side lane on Kent Tce is used by vehicles travelling to South Wellington so from three lanes to two though lanes back to three lanes would result in vehicles weaving. Might need to go down to two lanes from Vivian St to prevent this
- Vivian St is state highway 1 so would need waka Kotahi approval for the works
- There is a mast arm on the Kent Tce pedestrian crossing so assume that a new mast arm would be needed due to high bus volume
- Would make sense widen the Cambridge Tce shared path at the same time
- The overhead gantry would be closer to the primary signal than desired at 35m, would need to check standards to confirm that this is okay
- Is no space to store the Cambridge Tce to Kent Tce u-turning vehicles if Buckle St was closed as the cycleway occupies the island of Cambridge Tce. Initial preference would be to keep Buckle St open
- Potentially could keep the street trees but might need to lose a branch or two if they conflict with signal poles

There has therefore been no safe solution identified within the scope of the transitional project therefore officers will recommend to council to keep the U-turn bays closed and will monitor the situation and gather feedback once the cycleway has been installed to pass to LGWM to investigate further under there programme of work.

Please let me know if you require any further information,

Thanks,

Renee Corlett

Project Lead – Transitional Cycleways | Wellington City Council

E [Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

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# U-turns

Connection between Kent and Cambridge Terrace



Request to investigate opening this U-turn

- Footage 2/08/2022 Tuesday
- 7:30am- 8:30am
- Vehicles Cambridge to Kent Terrace = 22
- Vehicles Kent to Cambridge Terrace = 36
- 4pm-5pm
- Vehicles Cambridge to Kent Terrace = 14
- Vehicles Kent to Cambridge Terrace = 28

Cambridge Terrace ADT= 8,096

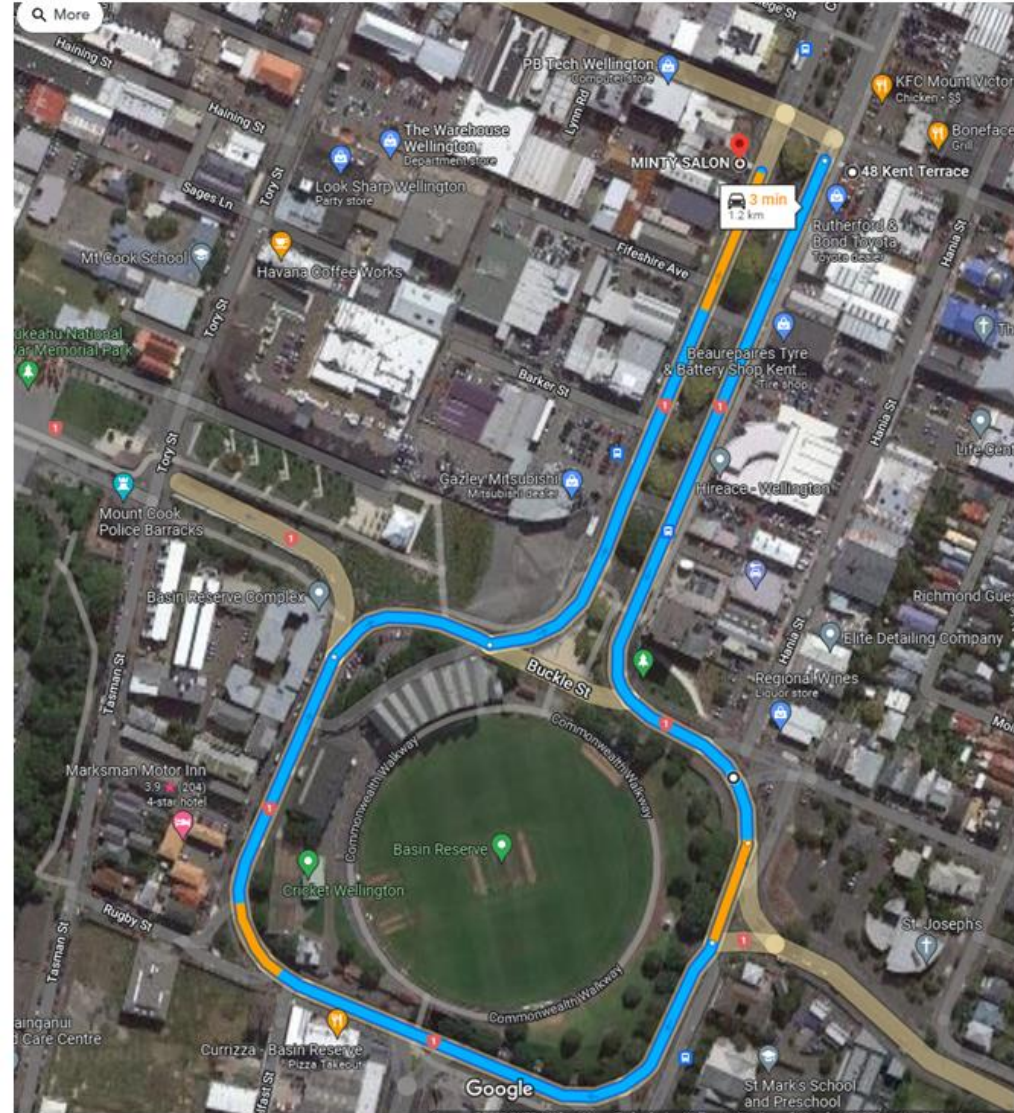
– 13% Heavy Vehicles

Kent terrace ADT= 25,971

- 10% Heavy Vehicles



- Vehicles are still able to get from Cambridge to Kent Terrace, by firstly going straight through at Buckle Street at the Basin, then at Elizabeth Street and Courtenay Place intersection.
- Vehicles wishing to go from Kent Terrace to Cambridge are able to also at Elizabeth Street and Courtenay Place intersections and by going around Home Street at Pirie Street.
- The only area that will have reduced capacity to cross in this direction and need to go around the Basin is those from Pirie Street wishing to go a business between the Basin and Vivian Street which I understand is the movement the car dealerships take. This would be a 3mins trip approximately, 2mins without traffic.



I have discussed reopening the Barker Street **u-turn** bay with our technical director for road safety at WSP and we are not comfortable with the safety implications of allowing the **u-turn** across a bi-directional cycleway. This is for the following reasons:

- Vehicles making the **u-turn** movement will be looking left for opposing vehicles and not right where cyclists would be approaching
- Treatments including markings, signage, speed humps are considered to not adequately mitigate this risk as drivers would focus on navigating the **u-turn** and not on approaching cyclists

Our strong preference would be for the **u-turn** bay to be closed and for vehicles which need to make this turn to use the Basin Reserve



Opposing cyclists – out of field of vision for u-turning drivers



- **Cyclist electronic warning sign:** not effective by itself as risks still remains of vehicles not seeing cyclists coming from both directions while focusing on finding gap in oncoming traffic.
- **Speed humps:** drivers will focus on the speed humps and not approaching cyclists, reducing the speeds of vehicles will not address the main safety concerns.
- **Speed management on cycleway:** not effective by itself, cyclist may not see vehicles in turn around bay and continue into conflict zone
- **Raised tables:** potentially an option but would require significant civil works, impact on street light pole and impact on street trees. Would be out of scope for transitional programme and is more of a transformation programme scale project
- **Sign on Kent Tce:** Limited effectiveness as Kent Tce is cluttered with signs, tendency for drivers to take gaps in traffic rather than pause to check other direction

Very rough sketch of raised table for Kent/ Cambridge Tce below, key design consideration would be maximising visibility of cyclists for vehicles and vis versa



- **Signalising the intersection:** This may be a safe solution to cater for the movement between Kent and Cambridge Terrace but is out of scope of the transitional cycleways programme and has many complexities associated with it outlined below.
  - Relocating the pedestrian crossings to the u-turn makes sense to reduce the size of the intersection and avoids closely spaced intersections
  - We would need to remove one southbound traffic lane on Kent Tce because the parking lane is too narrow to form a u-turn lane (parking lane 1.9m and swept path of truck is 3.8m wide when making a u-turn)
  - The island side lane on Kent Tce is used by vehicles travelling to South Wellington so from three lanes to two though lanes back to three lanes would result in vehicles weaving. Might need to go down to two lanes from Vivian St to prevent this
  - Vivian St is state highway 1 so would need waka Kotahi approval for the works
  - There is a mast arm on the Kent Tce pedestrian crossing so assume that a new mast arm would be needed due to high bus volume
  - Would make sense widen the Cambridge Tce shared path at the same time
  - The overhead gantry would be closer to the primary signal than desired at 35m, would need to check standards to confirm that this is okay
  - Is no space to store the Cambridge Tce to Kent Tce u-turning vehicles if Buckle St was closed as the cycleway occupies the island of Cambridge Tce. Initial preference would be to keep Buckle St open
  - Potentially could keep the street trees but might need to lose a branch or two if they conflict with signal poles
  - Safe access to Kent and Cambridge Terrace
  - Delays to bikes – How much is this?
  - Pedestrian desire lines to Pukhehua



*Very rough sketch below is for information purposes*



## Ollie Marchant

---

**From:** Stephen Harte  
**Sent:** Friday, 25 February 2022 12:14 pm  
**To:** [REDACTED]  
**Cc:** [REDACTED]; [REDACTED]  
**Subject:** RE: Riddiford street kerb extension removal

Thanks for the update. Suggest we just send a delay notice to the couple of businesses along the side we are working that will be directly affected.

Regards

Stephen Harte  
Transport and Place Planning Project Manager

Mobile [REDACTED]  
Email [stephen.harte@wcc.govt.nz](mailto:stephen.harte@wcc.govt.nz)

-----Original Message-----

**From:** [REDACTED], [REDACTED] <[REDACTED]@fultonhogan.com>  
**Sent:** Friday, 25 February 2022 12:03 pm  
**To:** Stephen Harte <Stephen.Harte@wcc.govt.nz>  
**Cc:** [REDACTED] <[REDACTED]@htsgroup.co.nz>; [REDACTED] <[REDACTED]@fultonhogan.com>; [REDACTED] <[REDACTED]@fultonhogan.com>  
**Subject:** RE: Riddiford street kerb extension removal

Hi Stephen,

Quick update, I have been on the phone with sub-contractors trying to shift their schedule the best way possible to get our works under way in this job. The below programme is a result of it. Also keep in mind there is a lot of people calling in either sick or have contacted the virus and basically isolating. Every day morning we are having to shift crews around to make the work happen the best possible way.

We have now shifted our to start date to Tuesday (1st of March, after speaking with [REDACTED] from HTS and he is all good to have a crew available on the day to shift the traffic pole back.) [REDACTED] from Deano kerbing reluctantly shifted his programme of works around and booked us in for next week Friday to get the kerb pour done during the day.

Which works out, cause then we will have 2 nights (2nd of March Wednesday & 3rd of March Thursday) to dig out and prep for the K&C.

[REDACTED] - can we please update the noise approval for night works & do we need to send delay notices or send 48 Comms again ?

We will give it a go again and see how we go next week! :)

Cheers

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Friday, 25 February 2022 8:56 am

To: Stephen Harte <stephen.harte@wcc.govt.nz>

Cc: [REDACTED] <[REDACTED]@fultonhogan.com>; [REDACTED] <[REDACTED]@fultonhogan.com>; [REDACTED] <[REDACTED]@fultonhogan.com>; [REDACTED] <[REDACTED]@fultonhogan.com>

Subject: Riddiford street kerb extension removal

Morning Stephen,

As we spoke, we have had to pull the pin of this job today.

I was told around 8.15am today that traffic department had only 6 staff available today, due to most of them calling in sick and having to isolate. This meant we didn't have anyone to setup or run the traffic in this job.

I have spoken with HTS , and in the process of talking to other subcontractors to change their programme around to make it work.

Currently we are still on for the night shift on Sunday.

I will keep you updated.

Give me a ring for any issues.

Cheers

[REDACTED]

Sent from my iPhone

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## Ollie Marchant

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**From:** Stephen Harte  
**Sent:** Friday, 3 June 2022 3:07 pm  
**To:** [REDACTED]  
**Cc:** [REDACTED], [REDACTED], [REDACTED]  
**Subject:** RE: Adelaide Rd Section of Newtown Cycle route

The court decision has come through but without any detail. This means that we can not carry out any further cycleway works other than to make safe the work we have already done.

Given this I would like to start work at Vivian/Cambridge /Kent as this is not affected by the judgement. I have sent another email to you and [REDACTED] to advance. In the interim perhaps they can help at Vivian/Victoria with tactiles etc.

Regards

Stephen Harte  
Transport and Place Planning Project Manager

Mobile [REDACTED]  
Email [stephen.harte@wcc.govt.nz](mailto:stephen.harte@wcc.govt.nz)

---

**From:** [REDACTED] <[REDACTED]@fultonhogan.com>  
**Sent:** Thursday, 2 June 2022 10:14 pm  
**To:** Stephen Harte <Stephen.Harte@wcc.govt.nz>  
**Cc:** [REDACTED] <[REDACTED]@fultonhogan.com>; [REDACTED] <[REDACTED]@fultonhogan.com>  
**Subject:** Re: Adelaide Rd Section of Newtown Cycle route

Sweet.

Plan is to start busstop in Adelaide NB on Tuesday

Thanks

[REDACTED]

Sent from my iPhone

On 2/06/2022, at 3:11 PM, Stephen Harte <[stephen.harte@wcc.govt.nz](mailto:stephen.harte@wcc.govt.nz)> wrote:

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As discussed can we please install the bus platforms in advance of road marking and installing traffic separators on Adelaide Road .

Plans attached for your up to date reference.

Regards

Stephen Harte  
Transport and Place Planning Project Manager

Mobile [REDACTED]

Email [stephen.harte@wcc.govt.nz](mailto:stephen.harte@wcc.govt.nz)<mailto:stephen.harte@wcc.govt.nz>

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## Ollie Marchant

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**From:** Stephen Harte  
**Sent:** Tuesday, 27 September 2022 5:38 pm  
**To:** [REDACTED]  
**Cc:** Dale Bowman  
**Subject:** FW: Construction/installation letters for your review  
**Attachments:** Hospital Emergency entrance.png; 5-C4623.00(5)\_C210-C211\_Riddiford St line markings(1).pdf

Please find attached a drawing of the changes required at the Hospital emergency entrance. The kerb line will look more like the attached sketch where the lip of the channel of the altered kerb line will line with the bottom of the Hospital emergency entrance ramp rather than what is shown on the plan. Also the alteration to the kerb extension of the Northern side is not required.

Can you build this into your program for starting on 3 Oct, noting other changes can not start until 10 October relating to the Mien St changes and the modifications to traffic separators, traffic signal, etc.

Regards

**Stephen Harte**

Kaiwhakahaere – Ngā Waka me te Whakamahere Wāhi / Transport and Place Planning Programme Delivery Manager

Transport & Infrastructure | Wellington City Council

M [REDACTED] E [Stephen.harte@wcc.govt.nz](mailto:Stephen.harte@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

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**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

---

**From:** Stephen Harte  
**Sent:** Tuesday, 27 September 2022 4:53 pm  
**To:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Subject:** RE: Construction/installation letters for your review

The kerb line will look more like the attached sketch where the lip of the channel of the altered kerb line will line with the bottom of the Hospital emergency entrance ramp.

In terms of the letter see next email.

Regards

**Stephen Harte**

Kaiwhakahaere – Ngā Waka me te Whakamahere Wāhi / Transport and Place Planning Programme Delivery Manager

Transport & Infrastructure | Wellington City Council

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**Absolutely Positively  
Wellington City Council**

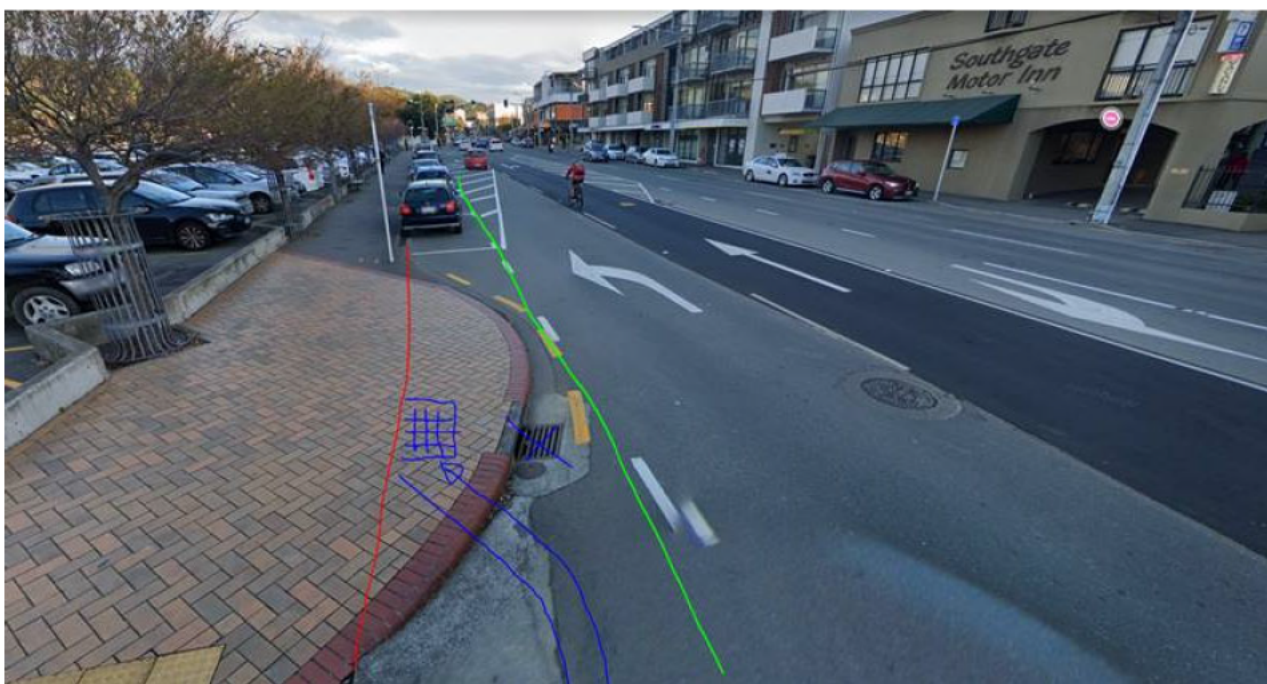
Me Heke Ki Pōneke

---

**From:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Sent:** Tuesday, 27 September 2022 4:15 pm  
**To:** Stephen Harte <[Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)>  
**Subject:** RE: Construction/installation letters for your review

Hey Stephen,

Clarified we don't need to touch the northern kerb cut just the south as per below.



Then intersection changes are the loops and road markings.

 [5-C4623.00\(5\) C210-C211 Riddiford St line markings\(1\).pdf](#)

Let me know if any questions,

Thanks,  
Renee

---

**From:** Stephen Harte <[Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)>  
**Sent:** 27 September 2022 09:44 AM  
**To:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>; Libby Callander <[Libby.Callander@wcc.govt.nz](mailto:Libby.Callander@wcc.govt.nz)>  
**Subject:** RE: Construction/installation letters for your review



Can you tell me where the latest plans for Riddiford St sit, especially the hospital emergency entrance changes and Mien St. I can't see them in the design folder.

Regards

**Stephen Harte**

Kaiwhakahaere – Ngā Waka me te Whakamahere Wāhi / Transport and Place Planning Programme Delivery Manager

Transport & Infrastructure | Wellington City Council

M [REDACTED] E [Stephen.harte@wcc.govt.nz](mailto:Stephen.harte@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

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Wellington City Council**

Me Heke Ki Pōneke

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**From:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Sent:** Tuesday, 27 September 2022 8:50 am  
**To:** Stephen Harte <[Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)>; Libby Callander <[Libby.Callander@wcc.govt.nz](mailto:Libby.Callander@wcc.govt.nz)>  
**Subject:** RE: Construction/installation letters for your review  
**Importance:** High

Hey Stephen,

Just confirming are we to go out with the letter this week? To start on week of the 10<sup>th</sup> October?

With notification to the Hospital that physical works on the kerb build outs will take place next week?

Thanks,  
Renee

---

**From:** Stephen Harte <[Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)>  
**Sent:** 22 September 2022 07:58 AM  
**To:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>; Libby Callander <[Libby.Callander@wcc.govt.nz](mailto:Libby.Callander@wcc.govt.nz)>  
**Subject:** RE: Construction/installation letters for your review

Hi Renee  
an I come back to you tomorrow as working on a couple of things that might improve timelines.

Regards

**Stephen Harte**

Kaiwhakahaere – Ngā Waka me te Whakamahere Wāhi / Transport and Place Planning Programme Delivery Manager

Transport & Infrastructure | Wellington City Council

M [REDACTED] E [Stephen.harte@wcc.govt.nz](mailto:Stephen.harte@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

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---

**From:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Sent:** Wednesday, 21 September 2022 3:22 pm  
**To:** Stephen Harte <[Stephen.Harte@wcc.govt.nz](mailto:Stephen.Harte@wcc.govt.nz)>; Libby Callander <[Libby.Callander@wcc.govt.nz](mailto:Libby.Callander@wcc.govt.nz)>  
**Subject:** FW: Construction/installation letters for your review

Hey Libby,

Looks good from my end @Stephen Harte can you please review and confirm timeframes before we send out.


Thanks,  
Renee

---

**From:** Libby Callander <[Libby.Callander@wcc.govt.nz](mailto:Libby.Callander@wcc.govt.nz)>  
**Sent:** 19 September 2022 08:59 PM  
**To:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Subject:** Construction/installation letters for your review

Kia ora Renee

I've drafted up letters for Newtown and for Botanic Garden.

 [N2C Construction letter - September 2022 - draft.docx](#)


 [BG2C Construction letter to residents October 2022 - draft.docx](#)

Could you please review these for accuracy? I can then get the content approved so we are ready to deliver ahead of any construction getting underway.

Thanks,  
Libby

**Libby Callander (she/her)**

Principal Communications and Engagement Advisor | Communications & Engagement | Wellington City Council

M  E [libby.callander@wcc.govt.nz](mailto:libby.callander@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

**Please note I do not work Wednesdays.** Support flexible work – if you receive an email from me outside of your normal business hours, I am sending it at a time that suits me. I am not expecting you to read or reply until you are working. If it's urgent, I will call or text you.

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## Data Commentary and Market Insight

### 1. Data Commentary

This review and commentary provides additional context and background to Wellington City Council's summary of Marketview spending data for the Riddiford Street Precinct including merchants located between the intersections of Adelaide Road and Mein Street.

In this case, spending performance is the only dataset available for comparative performance purposes.

Ideally, retail performance measurement would also include electronic door counts from individual businesses, sales conversion and average sale value statistics, weather, event and other information to provide robust like-for-like evidence of how well the area and its businesses performed against previous years.

In this case, not enough businesses locally would capture that information. Furthermore, there are few businesses within each category, creating challenges in sample size for fair comparison.

We note there are no public realm electronic pedestrian counters in this area that would provide independent, verifiable information on pavement activity.

### 2. Area Overview

Riddiford Street is a major<sup>1</sup> arterial traffic route serving the Eastern and Southern suburbs and Wellington Regional Hospital. The area has a broad mix of retail, hospitality, commercial offices, visitor accommodation and residential uses.

Consumer-facing businesses in the Riddiford Street Precinct include a range of convenience and destination retailers, takeaway food and cafes, health-related services and organisations.

Located adjacent to Wellington Regional Hospital, and on a busy transport corridor the area benefits from a large, immediate audience of workers, local and regional visitors including hospital patients, commuters, residents and students.

### 3. Performance Commentary - Riddiford Street

#### 3.1 Relative Resilience.

Newtown's largest employer and busiest visitor destination is Wellington Regional Hospital. The hospital remained largely fully functional throughout COVID-19 controls with the majority of clinical and operational staff still deployed on-site.

Businesses across the Riddiford Street precinct recognise hospital employees, contractors, patients and visitors as a significant proportion of their trade.

#### 3.2 Neighbouring Construction Workforce.

Wellington Children's Hospital construction saw large but varying fitout workforce numbers during 2021. This has continued into 2022 as the building entered its commissioning phases.

Workers on this site - immediately adjacent to the retail precinct, have patronised nearby businesses and those on routes to and from where their vehicles park. Transient and variable audiences such as these can influence sales performance creating unforeseen demand spikes and troughs outside of wider market trends - especially where a small sample size of businesses is being measured.

<sup>1</sup> Around 20,261 vehicles use street in both directions each day over a 7 day average based on Wellington City Council data - most recent survey period 23/11/21 - 30/11/21

### 3.3 Suburban Strength.

An increase in the numbers of people working from home has benefitted Newtown and surrounding suburbs. More people are in the area during the day and are spending locally.

In 2020, cellphone data, collated for Wellington City Council, showed there were 1000 more people active in Newtown during the day – reflective of flexible working trends.

Working from home remains a benefit to this precinct.

### 3.4 Major Employer Relocated.

The University of Otago relocated<sup>2</sup> from the area following the closure of the main academic block with the Hospital Campus. 1500 staff and students have left the Hospital site with this loss at scale being felt by nearby businesses who previously benefited from this large and reliable audience.

### 3.5 Resourcing Challenges

Challenges in staffing saw a number of businesses in the precinct shut or have variable hours since COVID first began impacting the economy.

Variable opening – including some closed for extended periods, will have affected collective sales performance in this area through those businesses not trading and the benefit they delivered to neighbouring traders, also felt.

### 3.6 Category-Specific Trends

Convenience businesses selling NZ Lotteries products have been impacted by continued migration of sales online to MyLotto and the pausing of physical ticket sales at stages during the COVID response. Sales of these products, like tobacco, have a high degree of additional purchase benefits for retailers –with their loss impacting overall performance within the convenience category.

Consumers have also increasingly used online ordering and delivery services – a trend that accelerated during COVID and has maintained since. Some businesses across in the area have leveraged e-commerce successfully including homeware, grocery, alcohol and takeaway outlets.

Businesses not offering e-commerce options will be impacted by changing consumer preferences.

The area includes higher-value and volume homeware retailers selling products both instore and online. These businesses are anchor retailers – attracting local and regional shoppers to the Precinct. These categories have performed strongly since throughout the COVID period as consumers prioritised captive<sup>3</sup> spending on home and lifestyle purchases.

### 3.7 Potential Consumer Resistance

Not all sentiment is shared. Media publicity around challenges in accessibility by businesses can have a detrimental impact on individual and area trade and goodwill.

There is mixed public feeling about the proposed transitional cycleway with some consumers supportive of changes to road-space and others against. Those appreciative of improvements for active transport modes and people-centric environments have a propensity to choose not to support businesses that highlight opposition to proposed changes.

Experience through community engagement<sup>4</sup> in other parts of Riddiford Street demonstrated more positive than negative public sentiment for initiatives such as parklets and improvements for pedestrians. This was particularly evident in conversations with younger people and families who make the suburb their home or workplace. In contrast, businesses that felt their trade was dependent on the adjacency of parking were opposed to changes in road-space use.

<sup>2</sup> 1500 staff and students relocate to Hansen Street and Lambton Quay. <https://www.otago.ac.nz/otagobulletin/news/otago839520.html>

<sup>3</sup> New Zealanders reprioritise spending from travel to home and lifestyle products over recent years

<sup>4</sup> Wellington City Council Innovating Streets Project – Riddiford Street Parklets – Business and Community Engagement – Mein St to Wellington Zoo, November 2020 – February 2021

Consumer Reviews. Destination and purchasing decisions are increasingly influenced by digital visibility and positive customer recognition. There are businesses within the precinct at either ends of the customer satisfaction scale with some achieving high levels of online advocacy, while others have critical reviews and ratings. Poorly performing customer ratings will have an adverse effect on those businesses.

#### 4. Performance Commentary – Kent & Cambridge

This area has been used as a comparator because of available time-related data, however the mix and scale of businesses within each category, and audience, differs from that Riddiford Street. This creates challenges in like-for-like assessments.

Kent and Cambridge benefitted from popular hospitality operator Myrtle which opened in late 2021 and has grown exponentially in popularity during 2022.

Existing hospitality and entertainment businesses – which proliferate in this precinct have rebounded in 2022 as COVID requirements have relaxed and consumers have become more comfortable in these environments.

#### 5. Additional Observations

The Brew House relocated during 2022 to Tory Street – co-locating with another home brewing business. Is located directly opposite the busy Top of Tory retail centre.

During 2021, the Columbus Coffee franchise on the ground floor of the Countdown Complex closed after struggling for some time against economic headwinds, artisanal local operators and competitors with lower overheads. This followed the closure of a separate franchisee's store in the CBD that faced similar challenges.

Throughout 2022 the retail market has been turbulent and unpredictable. This is reflected well in Bellwether performance data that measures visitation, sales conversion and value across a broad range of consumer destinations across the Wellington region.

<b>Bellwether Data – 2022 Wellington Region</b>	18/04 – 24/04	25/04 – 1/05	02/05 – 08/05	09/05 – 15/05
Footfall	0%	-21%	-13%	-17%
Average Transaction Value	6%	6%	2%	-3%
Transaction Volumes	9%	-16%	-9%	-11%

#### About the Author

First Retail Group are commercial strategists specialising in consumer-facing sectors including retail, hospitality, healthcare and tourism. Based in Wellington the company works locally, nationally and internationally with private, corporate and government clients identifying opportunities, driving performance and managing risk across a range of projects.

Over 35 years' experience in the Wellington retail market. Recent projects in the area have included the Innovating Streets project in Riddiford Street, developing a Newtown Business Group and other work in this and surrounding suburbs.

#### Disclaimer

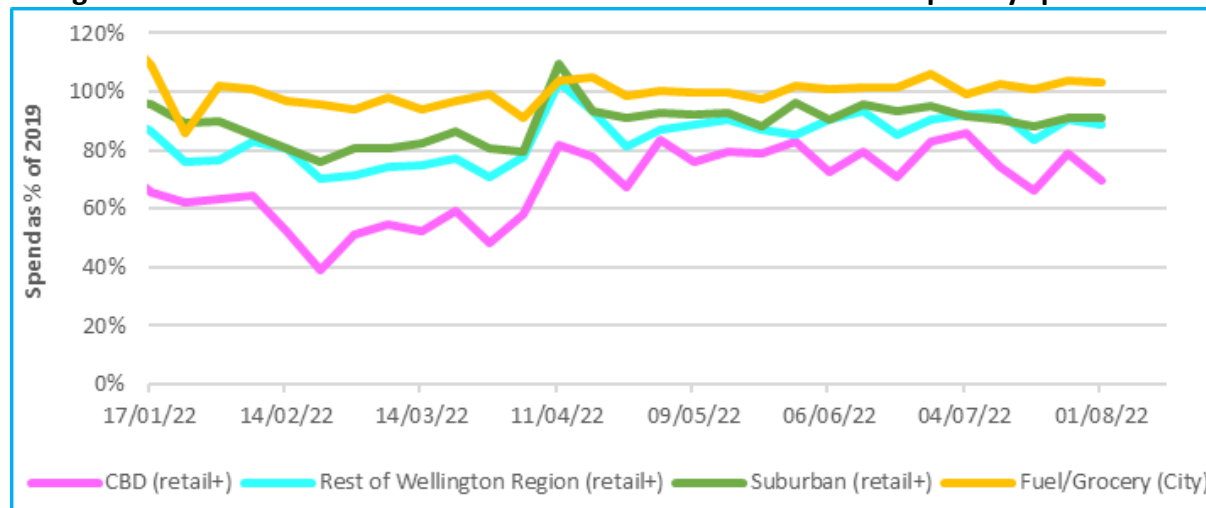
First Retail Group Ltd. notes the views presented in this report do not necessarily represent the views of Wellington City Council.

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## Newtown Cycleway Retail Spend Review

This document presents a brief review of spend recorded by MarketView at merchants along the construction corridor in Newtown up to (and including) July 2022.

### Background: Omicron outbreak and CBD and suburban retail and hospitality spend:



### Observations:

1. Omicron depresses CBD retail/hospitality spend  
In 2022 average CBD retail and hospitality spend was significantly depressed during the Omicron outbreak and only began to recover in May 2022. Spend has remained approximately 20% beneath 2019 levels (pre-COVID-19) in the CBD.
2. Suburban spend  
By comparison the Omicron outbreak had little impact on suburban spend and the recovery post-Omicron has almost returned to 2019 levels.

### Riddiford Street and environs:

We have analysed MarketView discretionary (retail and hospitality) spend in Riddiford Street in late April 2022 to align with cycleway works in that area. For comparison we selected Kent and Cambridge Terraces as adjacent merchants who were not impacted by the works project.

### Data sources were:

1. Merchants  
Riddiford Street (John Street to Mein Street)

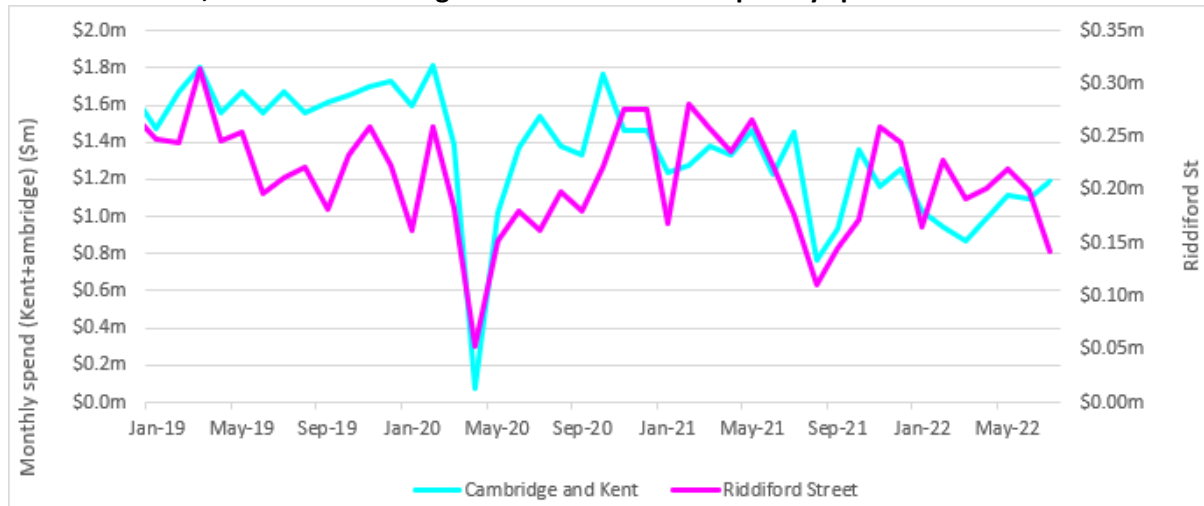
For comparison we used merchants along Kent and Cambridge Terrace

### Exclusions:

- a. Riddiford Street hospital merchants were excluded since they do not rely on discretionary trade relying on access via the footpath.
- b. Only merchants who continuously trading during the extraction were included to capture changes in trading patterns.

2. Category of spend  
Spend on essentials (supermarkets and fuel) and accommodation were excluded. All other spend categories were included (i.e. retail and hospitality).
3. Consumers  
All consumer origins were included (i.e. visitors (nationals and internationals) are included as well as locals).

**Riddiford Street, Kent and Cambridge Terrace retail and hospitality spend:**



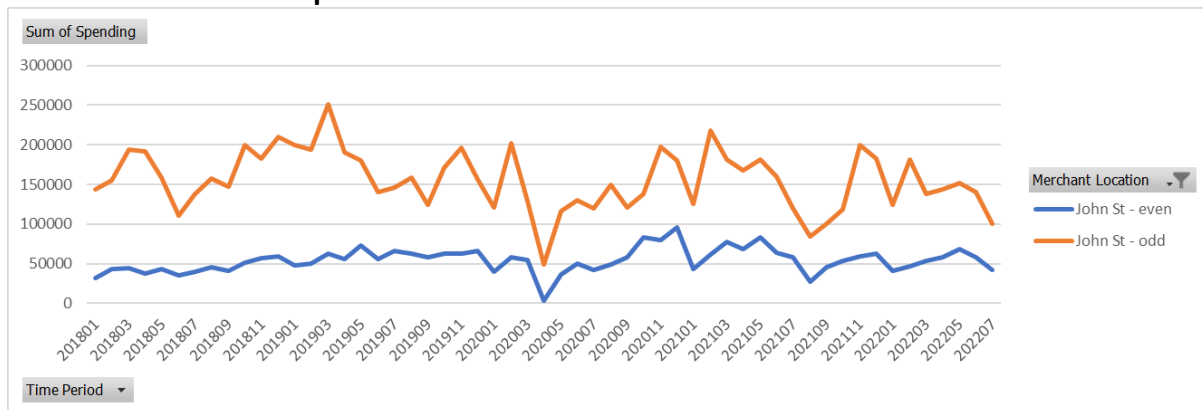
**Observations:**

1. COVID-19 controls  
COVID-19 controls have had the dominant impact on spend for most merchants, notably around:
  - a. April 2020
  - b. September 2021
  - c. February 2022 (Omicron Red Light)
2. Riddiford Street  
Notable spend patterns for Riddiford Street were:
  - a. 2022 spend in May and June (start of cycleway works) was strong.
  - b. July (mid-winter) appears to depress spend (notably in 2019) and perhaps in July 2022 (although there may be some over-lap with cycleway works).
  - c. Omicron outbreak had little apparent impact on spend probably consistent with Riddiford Street consumers being mostly local residents.
3. Individual merchants  
This analysis refers to average spend over a large selection of merchants. It does not necessarily reflect the trading conditions faced by specific merchants at a specific location.
4. John Street intersection  
Merchants around the John Street intersection with Riddiford Street reported significant interruption with their trade post the Omicron outbreak. They have suggested it was due to cycleway construction.



This was investigated for merchants on Riddiford Street on both sides of the road south of the John Street intersection:

### John Street merchant spend:



### Observations:

- 1. Volatility**  
The spend is volatile and a strong cause and effect between the cycle-way work in 2022 and spend is not immediately obvious.
- 2. July downturn in 2022**  
A downturn in trade is noted around July 2022 but not when the cycleway works started in May and June. This is at the end of the data series and more data is needed to indicate whether it is related to the cycleway works or to difficult trading around winter or the aftermath of the Omicron outbreak. It is not possible from this brief analysis to draw a conclusive finding.

**From:** [Claire Pascoe](#)  
**To:** [Ollie Marchant](#)  
**Subject:** FW: Happy New Year! and property related query :)  
**Date:** Wednesday, 21 September 2022 12:36:57 pm  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image005.png](#)  
[image.png](#)

---

**From:** Jay Hadfield [CCDHB] <Jay.Hadfield@ccdhb.org.nz>  
**Sent:** Friday, 14 January 2022 12:01 pm  
**To:** Claire Pascoe <Claire.Pascoe@wcc.govt.nz>  
**Cc:** Renee Corlett <Renee.Corlett@wcc.govt.nz>  
**Subject:** Re: Happy New Year! and property related query :)

Kia ora Claire,

It might be good to set up a meeting in the next few weeks to discuss what we would need to give the okay for deliveries to use that part of our site, and we can cover off the bike parking at the same time.

Cycle parking (particularly spaces that we don't need to pay for) are very easy! If you don't need to formally occupy the site under a lease or licence to occupy it is even easier. I am not sure where the boundaries are for the below section, but if there are any improvements in this area, so long as pedestrian access is maintained, we would be very open to improvements like bike parking. I will just need to confirm the boundaries of what we lease to the Blood Service, as we may need to include them in discussions.



In terms of the New Childrens Hospital car parks, we are still expecting to be able to bring at least some of them online by March-April. Some will need to be retained for the contractors doing ongoing work on the building, however we think around 80 parks will be available in the near term. These will be public parks, and anyone from the public is able to use them, current rates are:

	Monday to Friday rates	Weekend rates
0-20 mins	Free	Free
20 mins to 1 hour	\$4.00	\$3.00
1 to 2 hours	\$6.00	\$4.00
2 to 3 hours	\$7.00	\$5.00
3 to 4 hours	\$8.00	\$6.00 (3+ hours)
4 to 5 hours	\$9.00	
5 to 6 hours	\$10.00	
6+ hours	\$10.00	

Hopefully we will have a specific number and date in the coming weeks as things get locked in. There is also nothing stopping members of the public such as those visiting the Child Cancer Foundation using the existing parking under the Regional Hospital, though I note this is often very full so we aren't wanting to encourage people to do this who aren't visiting the Hospital.

Give me a call if you have any questions,

Cheers!

**Jay Hadfield**

Senior Advisor - Sustainability

Capital & Coast District Health Board | Upoko ki te uru hauora

 | [www.ccdhb.org.nz](http://www.ccdhb.org.nz)

---

**From:** Claire Pascoe <[Claire.Pascoe@wcc.govt.nz](mailto:Claire.Pascoe@wcc.govt.nz)>  
**Sent:** Friday, 14 January 2022 11:40 am  
**To:** Jay Hadfield [CCDHB] <[Jay.Hadfield@ccdhb.org.nz](mailto:Jay.Hadfield@ccdhb.org.nz)>  
**Cc:** Renee Corlett <[Renee.Corlett@wcc.govt.nz](mailto:Renee.Corlett@wcc.govt.nz)>  
**Subject:** RE: Happy New Year! and property related query :)

**External email - take care with links and attachments**

Hi Jay,

Thanks for following that up. We'll leave it for now but if we get SUPER desperate I might come back to you to see if we can have a discussion on site with your leases team to talk about potentially tolerating occasional access at off-peak/after hours. We are pursuing another delivery option at the moment, so hopefully that works out and we're sweet.

We are however looking to add some bike parking to that dead end bit somewhere in the red circle below – it will be really important for those shops to get more bike parking, as they'll be losing their car parking. Is that something you could also speak to your property person about? If it's easier, we can come and visit with them in site and talk through the location in detail, it's probably something we'd like to do as soon as possible, so people on bikes can start accessing those shops more easily.



Finally – last request! We're going to reach out to the Chid Cancer Foundation again today, at 27 Riddiford St. They have three parks on their property, but their visitors probably also utilise some of the short stay parking on the street that we'll be removing. Can you update me on the situation with parking at the Children's hospital? We'd just like to make sure we're giving them up to date information about their patients accessing that – when will that parking be available? How many will there be? And will people going to the Child Cancer Foundation be able to use it?

I think you've told me this a few times, but holiday brain hasn't retained the info, so hopefully if you flick it back in an email, I'll have it written down!

Thanks heaps Jay,

Claire

---

**From:** Jay Hadfield [CCDHB] <[Jay.Hadfield@ccdhb.org.nz](mailto:Jay.Hadfield@ccdhb.org.nz)>  
**Sent:** 13 January 2022 10:18  
**To:** Claire Pascoe <[Claire.Pascoe@wcc.govt.nz](mailto:Claire.Pascoe@wcc.govt.nz)>  
**Subject:** RE: Happy New Year! and property related query :)

Hi Claire,

I have spoken to the manager of the team that looks after our leases, unfortunately he doesn't think that the proposed option would work as that carpark is accessed by what is effectively a one way street/ driveway and there is insufficient room to turn around at the end. The

main sticking point by the sounds of it is that the kindergarten uses this access way for the children to get to and from Adelaide road.

It appears that it would be suitable for vans etc, but vehicles which are unable to fit down the alley way are going to be too large to safely use the blood centre access.

Cheers,

## Jay Hadfield

Senior Advisor - Sustainability  
Capital & Coast District Health Board | Upoko ki te uru hauora  
[REDACTED] | [www.ccdhb.org.nz](http://www.ccdhb.org.nz)

---

**From:** Claire Pascoe <[Claire.Pascoe@wcc.govt.nz](mailto:Claire.Pascoe@wcc.govt.nz)>  
**Sent:** Thursday, 13 January 2022 10:05 AM  
**To:** Jay Hadfield [CCDHB] <[Jay.Hadfield@ccdhb.org.nz](mailto:Jay.Hadfield@ccdhb.org.nz)>  
**Subject:** Happy New Year! and property related query :)

**External email - take care with links and attachments**

Hi Jay,

How are you? Hope you enjoyed a nice break.

Could you give me a quick call when you get a sec? I just want to check something with you about the Blood Bank land off Adelaide Rd.

Thanks!

**Claire Pascoe**  
Transport Planning | City Design & Place Planning | Wellington City Council  
[REDACTED]  
E [claire.pascoe@wcc.govt.nz](mailto:claire.pascoe@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz) |

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**Wellington City Council**  
Me Heke Ki Pōneke

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Relating to .

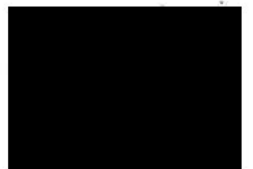
Loading zone and turning area at Riddiford Street, Newtown, Wellington

Between

**Te Whatu Ora – Health New Zealand (Capital, Coast and Hutt Valley District)**

and

**Wellington City Council**



THIS LICENCE is dated the 14<sup>th</sup> day of October 2022

**BETWEEN** TE WHATU ORA – HEALTH NEW ZEALAND (CAPITAL, COAST AND HUTT VALLEY DISTRICT) ("Licensor")

**AND** WELLINGTON CITY COUNCIL ("Licensee")

### **BACKGROUND**

- A. The Licensor is the registered owner of the Hospital Land.
- B. The Licensee requires the land for the purposes of a loading zone for the benefit of the Affected Properties at the Riddiford Street/John Street intersection so as to ensure the Affected Properties (and the businesses operated from the same) are able to have continued access to a loading zone with the installation of a new bike lane through the existing loading zone.
- C. The Licensor has agreed to grant a licence to the Licensee to use the Licence Areas on the terms and conditions set out in this Licence.

### **DEFINITIONS AND INTERPRETATION**

1.1 In this Licence, unless the context indicates otherwise:

**Affected Properties** means the properties located at odd no.'s 179 – 193 Adelaide Road and odd no.'s 1-23 Riddiford Street, [REDACTED]

**Licence Areas** means both the Loading Zone and Turning Area.

**Loading Zone** means that part of the Hospital Land identified outlined in red for indicative purposes only on the plan attached to this Licence as Annexure 1.

**Commencement Date** means the date this agreement has been signed by both parties.

**Hospital Land** means that part of the Licensor's land at Wellington Regional Hospital located at Riddiford Street, Newtown, being that land comprised in records of title WN182/297, WN54D/958 and WN700/86.

**Licence Fee** means \$1.00 plus GST.

**Permitted Use** means:

- a) in respect of the Loading Zone, the parking of any vehicle for up to 15 minutes at a time for the purpose of loading or unloading any item or thing required for the purposes of a business operating at an Affected Property; and
- b) in respect of the Turning Area, the passing and repassing of any vehicle to and from the Loading Zone.

**Turning Area** means that part of the Hospital Land identified for indicative purposes only on the plan attached to this Licence as Annexure 1.

**Term** means three months from the Commencement Date.

1.2 In this Licence, unless the context otherwise requires:

- a) a gender includes each other gender;
- b) a covenant given by more than one person binds each person jointly and severally;
- c) the singular includes the plural and vice versa;
- d) references to \$ are to New Zealand dollars;
- e) paragraph headings cannot be used to interpret this Licence;
- f) reference to a clause or clauses, schedule or schedules, annex or annexure, unless otherwise specified, is a reference to the corresponding clause, schedule or annexure of this Licence; and
- g) the interpretation of a provision of this Licence shall not be affected or influenced by the party who drafted or proposed it.

## **2 Grant of Licence**

2.1 In consideration of the Licence Fee (receipt of which is acknowledged), the Licensor grants to the Licensee (and the Licensee's agents, employees, contractors and other invitees including the businesses operating at the Affected Properties) and the Licensee accepts a non-exclusive licence for the Term to use and occupy the Licensed Areas for the Permitted Use on the terms and conditions set out in this Licence.

2.2 If this Licence continues with the written consent of Licensor past the expiry of the Term, then this Licence will be terminable on two week's written notice given at any time by either party to the other, but such termination will not release the Licensee from any outstanding obligations under this Licence up to the time of termination.

## **3 Renewal or Extension of the Term**

3.1 The parties acknowledge and agree that:

- a) prior to the end of the Term, the parties will meet and discuss (in good faith and acting reasonably) the workability of the Licence and whether it is desirable for the Licence to continue for a renewed or extended term; and
- b) if the parties agree to renew or extend the Term of this Licence, the parties intend the renewed or extended Licence to be on substantially the same terms, covenants and agreements expressed and implied in this Licence except that where the Licensee's use of the Licensed Areas has or is likely to result in any direct costs for the Licensor in respect of the Licensed Areas, the parties will agree an appropriate fee payable from the Licensee to the Licensor for any such costs.

#### **4 Licensee's Rights and Obligations**

- 4.1 The Licensee is permitted to (at its cost) erect any signage on the Licensed Areas and/or mark the surface of any part of the Licensed Area as the Licensee considers reasonably necessary or desirable having regard to the Permitted Use (**Improvements**), provided that the Licensee has first obtained the written consent of the Licensor (not to be unreasonably withheld or delayed). The Licensee will at all times keep any Improvements in good order, repair and condition.
- 4.2 The Licensee must at all times (including procuring the same from the businesses operating from the Affected Properties):
- a) comply with any reasonable requirements imposed by the Licensor in respect of security, safety and the orderly operation of the Hospital Land;
  - b) ensure that any employees, invitees or other persons lawfully permitted to use the Licensed Areas, comply with the obligations set out in this Licence;
  - c) comply with any statute, policy, bylaw or regulation, rules or regulations imposed by any authority which apply to the Licensed Areas;
  - d) ensure that any vehicle/s parked in the Loading Zone is parked completely within any marked lines and in a manner which will not cause obstruction or nuisance to any other vehicle or any other user of the Hospital Land. If, in the Licensor's reasonable opinion, any vehicle is incorrectly parked and/or is using the Licensed Areas for any use other than the Permitted Use, then the Licensor (including, for the avoidance of doubt, any carpark management contractor of the Licensor) may ticket, remove or reposition any such a vehicle in accordance with the Licensor's usual carpark management protocols and procedures; and
  - e) reimburse the Licensor, on demand, for the cost of making good any damage caused by the Licensee to the Licensed Area, provided that the Licensee shall not be liable for any wear and tear on the surface of the Licensed Area caused by ordinary use.
- 4.3 The Licensee must not use the Licensed Areas for any other purpose other than the Permitted Use.
- 4.4 The Licensee's right to occupy and use the Licensed Areas is exercisable 24 hours a day, seven days a week, except as otherwise directed by the Licensor in writing (acting reasonably).

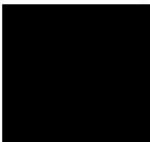
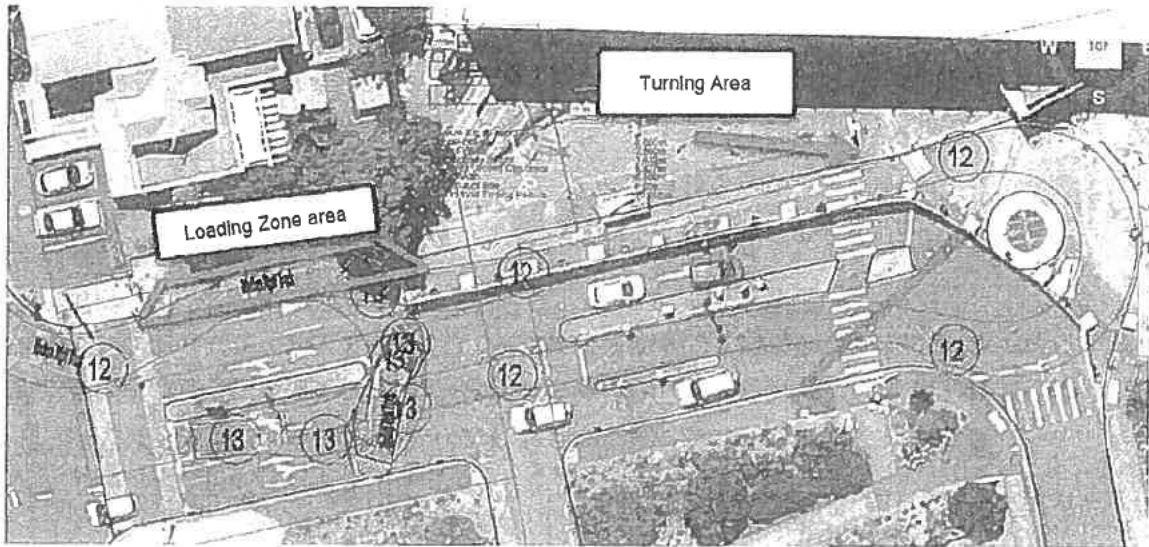
#### **5 Risk**

- 5.1 The Licensee acknowledges that the use of the Licensed Area is at the Licensee's and businesses operating at the Affected Properties' own risk. The Licensor is not responsible for or liable to the Licensee or any of the business operating at the Affected Properties' for any damage or loss caused to the Licensee or the businesses operating at the Affected Properties' property in any respect.





Annexure 1 | Plan of Licensed Areas





**6**      **Termination**

6.1      **Termination:** Either party may terminate this Agreement by giving the other 10 Working Days prior written notice.

6.2      **Make good:** At the end of the Licence, the Licensee must (if required by the Licensor):

- a)      remove any Improvements; and
- b)      reinstate the Licensed Area to the same like condition and repair it was in at the Commencement Date (fair wear and tear excluded) or reimburse the Licensor for the proper and reasonable costs of the same.

**7**      **No Lease**

Nothing in this Agreement creates any lease, tenancy, or interest in the Licensed Areas.

**8**      **Licence Not Assignable**

This Agreement is personal to the Licensee and may not be transferred, assigned, or sublicensed or otherwise disposed of in any way whatsoever by the Licensee.

**9**      **Licensee as local authority**

9.1      The Licensor acknowledges and agrees that the Licensee has a range of statutory and regulatory powers and functions which it may exercise or must fulfil (including acting in the capacity of a territorial authority) and nothing in this Licence will be construed as:

- a)      limiting the Licensee, or fettering the discretion of the Licensee, in the exercise of its statutory and regulatory powers and functions; or
- b)      requiring the Licensee to exercise its statutory and regulatory powers and functions in a particular way.

**10**     **Costs**

10.1     Each party will meet their own legal costs of and incidental to the preparation and execution of this Licence.

10.2     The Licensee will reimburse the Licensor for the proper and reasonable costs incurred by the Licensee in connection with the removal of the hoardings for the new Children's Hospital located on the Hospital Land up to a maximum of \$8,466.93 (including GST), to be paid by the Licensee within 15 working days of receipt of a valid tax invoice.

Signed for and on behalf of  
**TE WHATU ORA – HEALTH NEW  
ZEALAND (CAPITAL, COAST**



AND HUTT VALLEY DISTRICT) as

Licensor by:

[Redacted Signature]

Authorised Person's Signature

DEAN WARD

Authorised Person's Full Name

If required:

[Redacted Signature]

Witness's Signature

Annica Bailey

Witness's Full Name

Business support officer, Property, 113 The Terrace

Witness's Occupation and Address

Signed for and on behalf of  
WELLINGTON CITY COUNCIL  
as Licensee by:

[Redacted Signature]

Authorised Person's Signature

PETER BRENNAN

Authorised Person's Full Name