Questions and Answers
Pūroro Āmua | Planning and Environment Committee
14 April 2022

2.1 Halt roadworks of Riddiford St North

Have we get any indication of how many people will benefit from the bus priority and cycleway? If not please can we have an illustrative diagram?

Pre-Covid data from 2019, used to inform the Bus Priority Action Plan, showed there were 10,000 bus passengers that travelled from Newtown to the City. That represented 32% of people travelling through this corridor each day. The same data set indicated 11% of people are currently travelling by bike. Baseline street counts undertaken in late 2021 indicated an average of 970 trips by bike were being made per day on this corridor.

The bike and bus lane improvements from Newtown to the City are designed to encourage people who don't currently use public transport or travel by bike to do so, so the number of people they will benefit will be higher than the current number of users. Officers have estimated an increase of 500 trips per day by bike could be expected once the full route is installed and in place for five years. There are no current estimates for increased bus ridership, but this data will be collected as part of the monitoring and evaluation of the project.

This work also supports Te Atakura – First to Zero and mode shift; 92% of Wellingtonians think the Council should prioritise climate action. Road transport contributes about 34% of the city's emissions and is an area where we need to make surgent, significant reductions to help meet our agreed targets of more than halving emissions by 2030 and being a net zero carbon capital by 2050.

Do we have feedback from the school on how they would benefit from the bus priority and Cycleway?

Approximately a third of submissions specific to this area of the city on Paneke Pōneke - The Bike Network Plan referred to the importance of creating connected routes to the schools in the area. Newtown School has indicated strong support for the project to enable more students to safely get to school by bike. Officers will be working with the school once the routes are installed to educate students on safely using the new infrastructure and how to use the new modular bus stop conflict areas.

Do we have numbers from the CCDHB on the benefits of the BP and Cycle Way?

CCDHB has indicated strong support for the project. In their submission on the Bike Network Plan, they highlighted that 5,000 people work at the campus, and 2,500 people a day visit the site so there is significant pressure on the surrounding streets. Many people travelling to the hospital are coming from within 2kms (24% of staff) and 5 kms (43% of staff), but insufficient quality transport choices mean people often drive; currently 84% of staff working daylight hours drive. This project aligns with the Wellington Regional Hospital Travel Plan which aims to double the number of trips to Wellington Regional Hospital taken by bike, as well as public transport, walking and car share. WCC has partnered with CCBDB on the delivery of this project, and is currently working through a lease agreement so the loading zone outside the Riddiford North shops can be relocated onto CCDHB land.

How many current bike riders per day would benefit from safety and how many more would we expect to be riding over the next 10 years?

Our baseline data collection indicates that there are 970 bike trips per day along this corridor. Forecasts estimate an increase of approximately 500 additional trips per day after five years. We expect double the number of people riding within 10 years and this is likely to be a conservative estimate once the network is more fully connected.

How many bike accidents have been recorded on Adelaide Road and Riddiford street?

In the last five years there have been 194 crashes reported on this route. 18 of these involved people on bike and 13 involved people walking.

What examples do we have in NZ where businesses are closing down due to more transport choices being implemented?

We do not have any specific examples of businesses which have been forced to close due to pedestrian, bike or bus improvements. International, national and Wellington experience demonstrates that businesses can over-estimate the number of customers accessing their business by car. In many urban cases, evidence suggests that creating more people-orientated streets including, but not limited to the instalment of bike lanes, increases footfall and revenue in these areas. Changes in Fort Street in Auckland that reduced vehicle volumes and speed, and which encouraged cycling, lead to 47% more visitors and a 429% increase in hospitality spending. There will however be some businesses which may be better suited to a placement off a main arterial street, where we expect in the next 30 years to see a substantial increase in population in our central city and suburban centres and these main arterial streets which connect them will need to be used to move more people.

What examples do we have where businesses are benefitting from customers having more transport choices?

Recent changes to Karangahape Road in Auckland indicated benefits to customers from having more transport choices. Before the current lockdown, figures from Marketview ranked Karangahape Road the highest performing Business Improvement District (BID), of all 50 BIDs across the Auckland

region. Customer spending at Karangahape Road businesses was 25.9 per cent higher. The value of each transaction also increased by 3.3 per cent in the same period.

Internationally, an increase in local business retail sales were seen in New York after bike paths were installed. Businesses on the streets where bike paths were introduced saw up to a 49% increase in sales compared with a 3% increase borough wide.

How will bus improvements bring more people to the area?

Newtown has been identified in the Spatial Plan as an area that will experience significant growth in the future. The current street layout does not support the efficient operation of public transport on the corridor and has been identified in the Bus Priority Action Plan as an important route for prioritisation. Without improving bus efficiencies on this route, further population growth and urban development will contribute to the existing congestion already seen in this area. With quality, reliable and frequent transport options, more and more people will feel safe and be able to choose more space efficient and low carbon travel modes on these already busy streets. This is essential transport infrastructure to support growth.

As the location of Wellington's Regional Hospital, it is critical that efficient public transport serves this suburb. In addition to getting the large quantities of staff to the site efficiently, it is vital that people can be sure they will make their appointments and emergency services can access the hospital without getting stuck in traffic. The bus improvements that are being delivered through this project are supported by the hospital for all of these reasons.

What will the review process be of how the transport changes roll out. How long will it take? What will our KPI's be?

The objectives of this project are to:

- increase the percentage of people travelling along these streets on bikes and buses
- improve the safety and perceived safety of people walking and cycling,
- improve the diversity of people involved in the process and travelling by bike and
- decrease the time taken to deliver strategic transport projects.

We will be collecting data during the interim installation and consulting with the community to get feedback on their experience of the design, once the full route has been installed. Currently, consultation is likely to be open September/October 2022, however timeframes will be confirmed as we get closer to the installation being complete. We can adapt the design based on the feedback process, and will be going through a traffic resolution process within one year after it has been complete.

How will take on board business feedback?

The formal consultation period will begin once installation is complete, and this will be open to the public, businesses and other key stakeholders. We will adapt and tweak the installation as necessary and where possible, while ensuring the objectives of the project are still met.

Regarding the potential loading zones diagram set out in para 26. Why will there not be a loading zone provided at location 5?

There is an existing loading zone at option 5 which we are retaining.

Will the loading zone in location 7 be in the cycleway, or in a lane of vehicle traffic? What further steps must be taken before a loading zone can be provided at location 8?

The loading zone (location 7) will be in the traffic lane, and will be available from 7pm-7am. It will also be a P10 enabling two cars to park there for up to 10 mins to for example pop in to pick up milk or takeaways. Vehicle tracking was tested at location 8 on Monday April 11th confirmed the trucks could park in the loading zone space and turn at the roundabout at the end of the street. CCDHB moved hoardings last week to enable this to happen in time for installation to begin.

We will be installing the loading zone (location 8) before installation begins where the existing loading zone is located.

If a loading zone is made available at location 8 will loading zone 7 be removed?

The loading zone 7 will be retained in addition to loading zone 5 and 8 in this initial iteration of the transitional project.

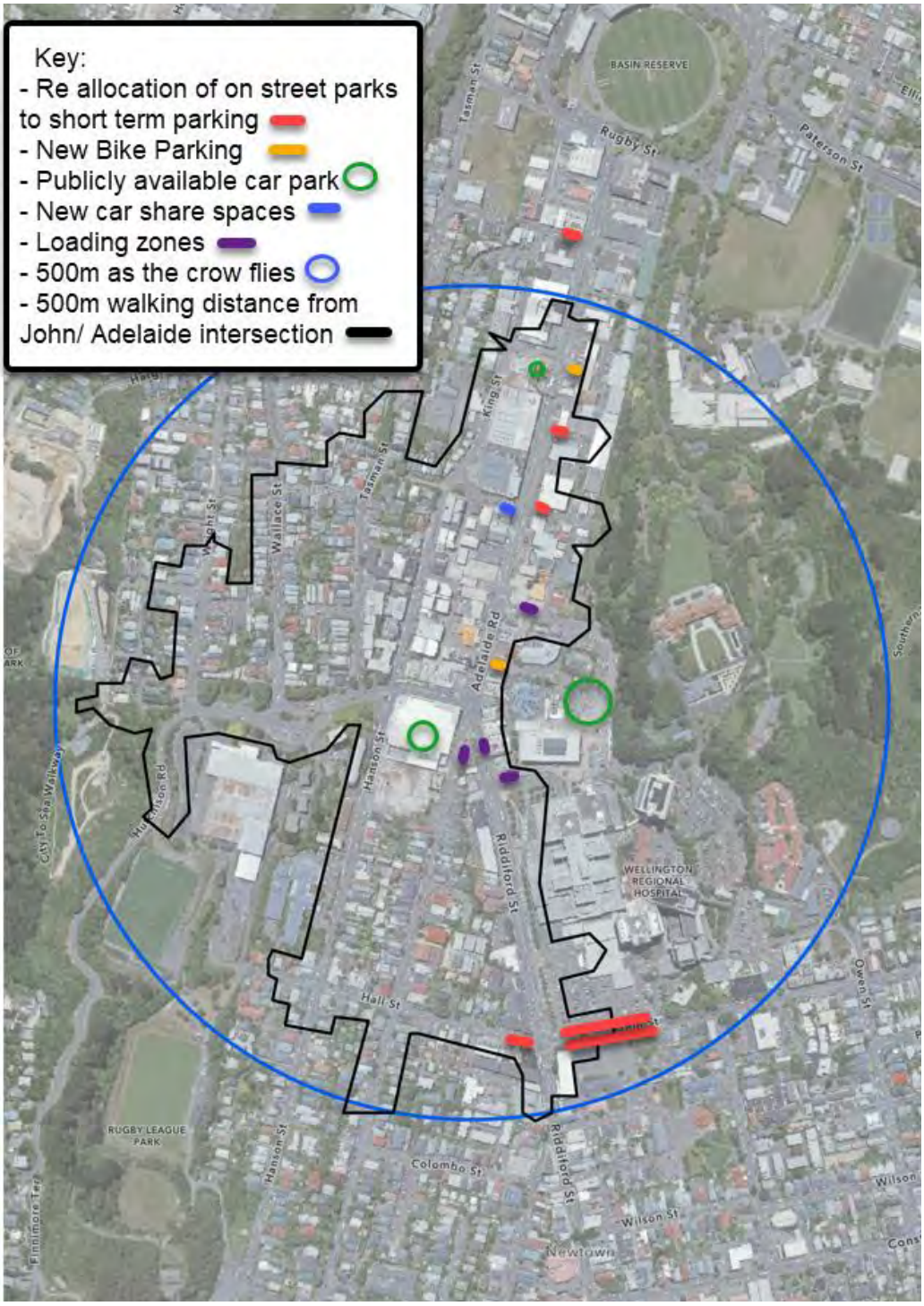
Relocating loading zones has been a common concern from businesses when consulting on transport projects across the city. Do we have a standard level of service that business can expect for a loading zone?

Wellington City does not currently have a standard level of service.

If not, how is work on developing a standard progressing?

This is currently being scoped.

Can we please have a diagram identifying all the public short stay parking that will remain after this Project is installed available within 500m of this intersection. Is there any unrestricted public parking within 500m that could be converted to time restricted to support these shops?



When Countdown was consented, the local businesses advocated for and were supported by Council in requiring 20 public parks in the Countdown car park. We have been informed that these have since been reduced to 6 and are not well signposted. Can officers please give a summary and update on the consent and agreement with Countdown and any subsequent changes to this.

The original consent for Countdown included a condition that required all carparks to be publicly available (over 200). In subsequent years, the consent condition was removed and a side agreement was entered into with Countdown that reduced the number of parks to be publicly available down to 20. A site inspection has identified only 10 of these are currently sign posted. We have contacted Countdown to address this issue.

3.1 Wellington Water CAPEX Budget Increase - CBD Wastewater Pump Station & Rising Water Main

What is our plan to minimise business disruption as part of this work?

Plans have been made in conjunction with WCC officers and roading team to minimise business disruption as much as possible.

Will this change effect our debt to revenue ratios in the early years of the LTP?

Yes. This will negatively impact on the debt-to-income ratio for the LTP in the years debt is brought forward.

How much of the additional cost is driven by meeting the additional requirements in case Taranaki St becomes the MRT route for LGWM?

The WWL team have been working with the WCC and LGWM teams for the optimum delivery schedules for projects in the area. Given the urgency and seriousness of the risk of delay, the preferred time to deliver this project is ahead of LGWM.

What would the effects be if this project were delayed until after a route for MRT has been chosen?

Significant additional cost due to the current inflationary market, potential lack of contractor availability and further risk of wastewater entering the harbour due to the aging wastewater network in the CBD.

Was the original cost of $6.1m developed using Wellington Water's new cost estimation framework which was developed with the goal of reducing this type of significant cost escalation between concept and detailed design?
If not, why not? If yes, what lessons have been learned about using the new cost estimation framework? Are any changes to it proposed?

The figure in the LTP was not a cost but a placeholder while the scope of the work was investigated and understood. In WWL estimate language, it was a Level Zero estimate indicating low level of understanding of scope and low confidence in achieving the placeholder estimate.

The updated estimate is the first estimate shared with WCC. It is a Level Three estimate, with consequent greater confidence in meeting the estimate. We understand a lot more about the scope, and have had input from contractors, but the outstanding risk to the estimate is delay to construction and covid impact on labour and materials.

What work has been done or will be done to try and ensure that our costings will be more accurate at budget time? The price has quadrupled which seems high and some of the factors could have been anticipated.

This question will be addressed in the meeting.