
APPLICATIONS FOR INNOVATING STREETS FUNDING

Purpose

1. This report asks the Council to approve projects for inclusion in the Council's application to the Waka Kotahi – New Zealand Transport Agency's Innovating Streets Fund, and to agree to notify enabling traffic resolutions for the proposed COVID-19 response projects.

Summary

2. **Attachment 1** to this report sets out the Council's list of project ideas that are recommended to be submitted to the Waka Kotahi – New Zealand Transport Agency Innovating Streets Fund.
3. The list includes seven proposals to address social distancing concerns related to the COVID-19 pandemic. It is expected that these initiatives will be temporary in nature and will be removed when they are no longer required.
4. The list also includes five tactical urbanism projects which will allow changes to be co-designed with the community and trialled before permanent changes are made.

Recommendations

That the Council:

1. Receive the information.
2. Agree to apply to the Waka Kotahi – New Zealand Transport Agency's Innovating Streets fund for temporary projects to address COVID-19, and for projects that meet their tactical urbanism criteria.
3. Agree to notify the traffic resolutions for the COVID-19 projects as soon as possible.

Background

5. The Waka Kotahi – New Zealand Transport Agency announced the Innovating Streets fund on the 3rd of April 2020 to help councils create more people-friendly spaces in our towns and cities. This pilot fund of \$7 million provides councils with a 90% funding assistance rate (FAR) as well as capability building support for successful applicants, including participation in a 'community of practice'.
6. The purpose of the fund is to enable councils to use temporary 'tactical urbanism' interventions to test and pilot projects to help demonstrate their value to the community. These might include pop-ups, pilots or interim treatments.
7. Proposals for non-COVID-19 related proposals must demonstrate a pathway to permanent installation and alignment with council strategies in order to be successful.

Projects that create more space for private vehicles or those of a permanent nature will not be considered.

8. Due to the COVID-19 global pandemic and the current requirements for social distancing, our transport systems and services will be significantly impacted for the foreseeable future. The Innovating Streets fund will therefore also consider tactical urbanism projects designed as part of a COVID-19 response package. These will be considered by Waka Kotahi immediately, on a case-by-case basis, providing councils with an opportunity to adapt their streets to better support active and safe transport needs, while following official advice about people movement.
9. The Council received over eighty suggestions from members of the community, councillors, Greater Wellington Regional Councillors, Wellington City Council staff and special interest groups. These were screened based on the following criteria:
 - Appropriateness as a response to COVID-19 i.e. it would enable social distancing or the use of active modes
 - Suitability for trialling
 - A pathway to permanent installation
 - Alignment with Council's strategic direction.

Projects were screened out at this stage if they did not meet the above criteria. Ideas that met these criteria were advanced to a short list.

10. Ideas on the short list were then assessed against the Let's Get Wellington Moving (LGWM) objectives to ensure alignment with the city's strategic direction relating to transport and urban development. Risk and buildability were also assessed. The shortlist was ranked using the following weightings:
 - Risk (50%) including perceived public acceptability (primarily related to the scale of impacts on on-street car parking which local residents and businesses rely upon)
 - Buildability (25%)
 - Alignment with LGWM programme objectives (25%)
 - Liveability 30%
 - Access 20%
 - Reduced car reliance (mode shift) 30%
 - Safety 10%
 - Resilience 10%
11. Risk was assessed based on the likely public acceptability of the project, and the complexity of delivering the idea as a project. Each idea has been scored on a five point scale: 1 = very high risk, 3 = moderate risk, 5 = very low risk. Officers are

recommending that ideas with a very high risk rating (a score of 1) should not be advanced at this stage to an application to the fund. This is because the scale of impacts on on-street car parking, which local residents and businesses rely upon, is likely to be too great to proceed without engaging with these communities pre-trial to co-design appropriate solutions.

12. Ward councillors have provided feedback on the draft risk scores to inform the recommendations made in this paper.
13. Detailed delivery timeframes are unknown at present. Successful projects for the COVID-19 projects need to be delivered as quickly as possible after funding is approved, but still need design work to be completed and discussions with contractors to determine workforce capacity and their ability to source necessary equipment to implement the changes. Successful tactical urbanism projects will follow the Innovating Streets timeframes (complete by June 2021 or sooner where possible) and will be co-designed with local stakeholders.
14. Project recommendations have also been assessed against contractor and officer availability and resources. Any adjustments or additions to the proposed projects will have resourcing and deliverability implications.

Discussion

15. The application includes seven proposals for COVID-19 response initiatives, which primarily relate to creating more space for walking and cycling in the central city and the suburbs. It is expected that these interventions will be removed when they are no longer necessary, under a lower level of COVID-19 response, however if deemed to be working well, consideration may also be given for an extension or even permanence. This will be on a case-by-case basis and according to a future Council decision.
16. The application includes five proposals that meet the Innovating Streets criteria related to tactical urbanism interventions that have a pathway to permanency. These projects propose encouragement of active modes of transport and improvements to amenity in the central city.
17. The following table sets out the proposals for the COVID-19 response initiatives, innovating streets tactical urbanism initiatives, and for completeness, initiatives that were suggested, but will be delivered under Let's Get Wellington Moving or the City's Urban Cycleway Programme and therefore are not included in the proposed Innovating Streets applications. Also listed are interventions relating to emergency changes such as the reduction of speed limits around the south coast and potentially Motu Kairangi, Miramar Peninsula, which are being delivered by Network Operations. Only initiatives in the COVID-19 response and Innovating Streets columns will be put forward to the application stage for Innovating Streets funding.

Emergency changes	COVID-19 Response	Innovating Streets	LGWM City Streets or Early Delivery	Wellington Cycleway Programme
<i>Temporary changes to street space allocation and speed limits to address safety concerns for the increased numbers of pedestrians and cyclists (mainly on the south coast roads), which will be in place for level 2 and 3.</i>	<i>7 temporary walking and cycling projects that will be removed when they are no longer necessary under a lower level of COVID response.</i>	<i>5 tactical urbanism where the initiative has a pathway to permanence under an existing WCC programme.</i>	<i>Projects that fall within the scope of LGWM and are already on a fast pathway to delivery.</i>	
Breaker Bay Road	Pop-up cycle lane Evans Bay Parade (Greta Pt to Cobham Drive)	CBD E-Scooter parking spaces	Adelaide-Kent-Cambridge street space review	Newtown Connections
Moa Point Road	Pop-up uphill cycle lane Brooklyn Road	Cuba/Abel Smith Intersection	Bus, placemaking and pedestrian improvements along the Golden Mile	The Parade Island Bay (shovel ready project)
Queens Drive	Pop-up cycle lane via Onepu Road (Leonie Gill to Coutts Street)	Trial cycle route Wilson Street (Daniell-Riddiford)	Pedestrian connections through laneways	Evans Bay Cycleway
The Esplanade	Shelly Bay to Scorching Bay one way and shared path	CBD pop-up parklets	Thorndon Quay / Hutt Road street space review	Miramar Ave cycleway (west end)
Owhiro Bay Parade	Pedestrian routes from Wellington Station– Stout Street	CBD greening - small pocket parks, green spaces	Central city speed limits review	
At the time of writing the report, officers are also considering applying a temporary 30km/h speed limit to the coastal road around Motu Kairangi - Miramar Peninsula	Pop-up cycle lane Featherston Street		Cobham Crossing	
Bunny Street pedestrian space increase	Victoria Street bus lane and protected cycle lane			
Pop-up Parklets in connection with hospitality and retail premises. Trial in collaboration with the Newtown festival and local businesses.				

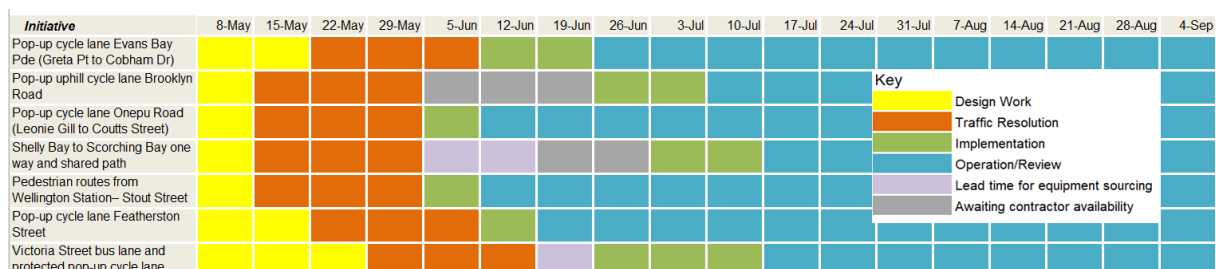
18. **Attachment 1** sets out the indicative scope, initial risk rating, and rough order costs of each of the proposals in priority order of the initial short list (i.e. there are more possible projects identified which are not currently being proposed).

Options

19. The Council can determine which suggested projects it wishes to apply for funding from the Innovating Streets programme, noting that additions or changes may have resourcing and deliverability implications.
20. The Council can choose to change the order of the priority of projects.
21. The Council may choose not to make any application.

Next Actions

22. If the Council approves projects for application to the fund, they will be submitted to Waka Kotahi by the 8 May closing date for the first round. There is a further opportunity to apply to the fund by 3 July.
23. Applications that are successful for Innovating Streets funding will fall into two delivery workstreams:
 - COVID-19 responses require further work to refine the scope of the idea. Detailed design work will be done rapidly to ensure they can be implemented as a matter of urgency. However, it is still likely to take several weeks to see changes on the ground, as demonstrated in the timeline below. Waka Kotahi have signalled that funding decisions for these projects will be made within 48 hours.



- Innovating Streets projects will be developed in an expedited but more traditional way. They will be developed in close collaboration with the community. The trail stage of these projects must be complete by 30 June 2021.

Attachments

Attachment 1. [Tables of projects for Innovating Streets Funding Application](#) [↓](#) Page 89

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SUPPORTING INFORMATION

Engagement and Consultation

Consultation has not been undertaken on any proposals in this paper, aside from seeking the views of ward councillors on draft risk ratings. Final risk ratings are reflective of the feedback received from councillors.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

Rough order cost estimates are preliminary and indicative only. Costs will be better understood as project scopes and designs are developed. If projects are approved for funding by Waka Kohahi, the Council will receive a 90 percent subsidy. The 10 percent funding required of Council is available within the City Design and Place Planning budgets. If projects are not funded by Waka Kotahi, the Council will need to meet the full cost of the project if it is to proceed. There is not currently budget allocated to proceed with these projects if the full costs need to be met by Council. A possible alternative funding source for some projects is the City Recovery Fund, designed specifically to assist in the COVID-19 recovery, however it is noted that this would mean less money is available directly to community groups, businesses and the like.

Policy and legislative implications

The proposals are consistent with the longer term vision espoused in Wellington towards 2040, Te Atakura: First to Zero, and the Let's Get Wellington Moving programme objectives.

Risks / legal

Permanent establishment of any temporary changes would be subject to the Council's traffic resolution process, which includes 14 days public notification.

Climate Change impact and considerations

The short term nature of the proposals in this report will have no significant impact on climate change matters, but is intended to contribute to the increasing numbers of Wellingtonians using active transport modes such as walking and cycling instead of private vehicles.

Communications Plan

Appropriate communications material will be developed to ensure the public understands why changes are being made and the timeframes associated.

Health and Safety Impact considered

With temporary infrastructure, special care will be taken to ensure changes to public spaces are easily understood, so that people know how to use them safely and sensibly. Changes to roadways inevitably carry some level of risk because the Council has no control over the way people choose to use the infrastructure, however appropriate measures such as signage, road marking and advanced warning are all intended.

Table 1: COVID-19 response initiatives proposed to advance to application to Innovating Streets Fund in order of priority

Rank	Initiative	Scope	Rough Order Cost	Risk Rating
1	Pop-up cycle lane Evans Bay Parade (Greta Pt to Cobham Drive)	Construction of a 1600m temporary pop-up cycle lane on the seaside parking lane.	\$130K	Low
2	Pop-up uphill cycle lane Brooklyn Road	Pop-up cycle lane (750m x 1 side) marked with plastic bollards (similar to Rugby Street, Mt Cook treatment).	\$110K	Low
3	Pop-up cycle lane Onepu Road (Leonie Gill to Coutts Street)	Creation of temporary pop-up cycle lane (260m both sides) to connect Leonie Gill pathway to Kilbirnie shops via Onepu Road.	\$20K	Medium
4	Shelly Bay to Scorching Bay one way and shared path	3km one-way system between Shelly Bay and Scorching Bay. Would involve reallocation of one traffic lane to create shared walking and cycle path on seaward side. No parking removal would be required.	\$130K	Medium
5	Pedestrian route from Wellington Station– Stout Street	Temporary closure of angle parking on one side of Stout Street (260m) to create more space for pedestrians travelling to/from Wellington Station. Could consider some parallel parking in its place.	\$60K	High
6	Pop-up cycle lane Featherston Street	Temporary 600m pop-up cycle lane on Featherston Street. This would involve a traffic lane reallocation.	\$150K	Medium
7	Temporary bus lane and protected-up cycle lane Victoria Street	Installation of 1400m temporary bus lane on Victoria Street and installing a protected cycle lane in place of the existing one. Would involve traffic lane reallocation and some parking removal to accommodate both.	\$200K	High

The total cost of these projects is approximately \$800,000, with WCC needing to fund \$80,000 assuming Waka Kotahi meets 90 percent of the cost.

Table 2: COVID-19 response initiatives not recommended to advance to application to Innovating Streets Fund due to their risk rating.

Title	Scope	Rough Order Cost	Risk Rating
Pop-up cycle lane Oriental Bay	Temporary 1km pop-up cycle lane on sea side of Oriental Parade between Freyberg and Carlton Gore Rd, replacing angle parking.	\$100K	Very High Significant removal of high use parking which provides access to the area.
Pop-up cycle lane Ira St and Broadway Miramar	Temporary 2.2km pop-up cycle lane on both sides of Ira and Broadway. This would involve temporary removal of parking on both sides of both streets.	\$300K	Very High Significant removal of highly used parking on residential frontages.
Pop-up cycle lane Constable Street	Temporary 700m pop-up cycle lane on both sides of Constable Street between roundabout and Riddiford Street. This would involve removal of parking on both sides of street.	\$150K	Very High Significant removal of highly used parking on residential frontages.
Pop-up cycle Lane Burma Road	Temporary 1km pop-up cycle lane on Burma Road from Haumia St to Fraser Avenue (south end). Temporary removal of parking on both sides would be required.	\$150K	Very High Significant removal of highly used parking which is mainly used by staff and visitors to Malvina Major Retirement Village.
Pop-up cycle lane Onepu Road (full length)	Temporary 1km pop-up cycle lane on Onepu Road on both sides from Coutts Street to Lyaal Parade. This would involve temporarily re-allocating parking on both sides of the street.	\$150K	Very High Significant removal of highly used parking on residential frontages.
Middleton Road cycle lanes	Temporary closure of Middleton Road to through-traffic or one-way traffic only to create a safe cycling route between Tawa and Johnsonville. Parking removal would be required on both sides in the urban sections. Alternative option to create 2-1 layout at pinch points.	Up to \$500K if protected bike lanes installed	Very High Significant removal of well used parking on residential frontages to get connection to Johnsonville. Longer lead time to develop design and arrange installation, means it will not be in place for long before traffic reverts to a level where it must be removed.
Pop-up cycle lane Taranaki Street	Pop up cycle lane (1400m x 2 sides) on Taranaki Street between the waterfront and Wallace Street. Plastic bollards similar to Rugby Street, Mt Cook treatment.	\$230K	Very High Longer lead time to develop design, particularly at intersections, and arrange installation, means it will not be in place for long before traffic reverts to a level where it must be removed.
Pop-up cycle lane The Quays	Trial provision of a pop-up cycling facility on the Quays between the Railway Station and Taranaki Street. Temporary reassignment of the kerb-side traffic lane would be involved.	\$250K	Very High Longer lead time to develop design, particularly at intersections, and arrange installation, means it will not be in place for long before traffic reverts to a level where it must be removed. Major water works starting in June in Bowen Street will put this part of the network under additional pressure.

Table 3: Tactical Urbanism Initiatives proposed to advance to application to Innovating Streets Fund in order of priority

Rank	Initiative	Scope	Rough Order Cost	Risk Rating
1	CBD E-Scooter parking spaces	Multiple locations for e-scooter parking in strategic locations around the CBD trialling various layouts. Two of these could include charging functions potentially at high traffic locations such as the railway station. These might include re-purposing of car park spaces and redundant footpath space.	\$100K	Low
2	Cuba/Abel Smith Intersection	Creating raised table or crossings at intersection of Cuba Street and Abel Smith to improve accessibility and safety for Pedestrian. Relatively low speed environment due to existing layout.	\$600K	Low
3	Trial cycle route Wilson Street	Installing a contraflow bike lane in Wilson Street (Daniell-Riddiford) west to provide a direct connection to Newtown's min street.	\$30K	Low
4	CBD pop-up parklets	Creation of temporary modular parklets in up to 15 locations. These might offer public seating, cafe seating and bike parking.	\$375K	Medium
5	CBD greening: Small pocket parks, green spaces	Creation of up to six small temporary pocket parks in key central locations in the CBD. This might involve the temporary re-purposing of 2-3 car parks per site. Potential to explore opportunities with private land owners who have vacant sites in the CBD.	\$80K	Medium

The total cost of these projects is approximately \$1.2 million, with WCC needing to fund \$120,000 assuming Waka Kotahi meets 90 percent of the cost.