

Questions and Answers

Pūroro Āmua | Planning and Environment Committee – 15 September 2022

Item 2.1 Approach to Speed Management

Question: Can you please clarify whether the regional consultation process will be run by each TA themselves (using their own consultation and engagement staff) in a co-ordinated manner or whether it will be run solely by GWRC staff?

Response: Regional consultation process will be run by each territorial authority using their own consultation and engagement staff, but simultaneously with other Territorial Authorities. As required by the Rule, Regional Council will facilitate the regional consultation process which will include hosting the Territorial Authorities' consultation links on website to allow public to view the full regional speed management plan.

Question: The discussions with schools are interesting, has Council had similar discussions with Police? If so, what did this show?

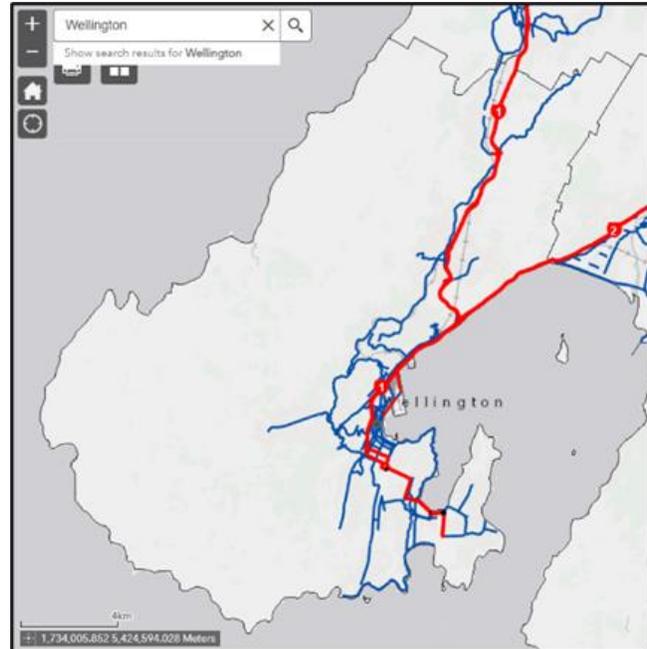
Response: No, the officers have not engaged with the Police yet. We intend to engage with the Police through the regional process.

Question: Can we provide evidence that slower speeds means less emissions? Will this information be part of the communications strategy?

Response: In theory, the reduction in speeds makes other active and public transport options more attractive in comparison and may lead to mode shift. We have not quantified this as it is not expected to be a significant carbon reduction contribution. The key benefit of speed management is road safety.

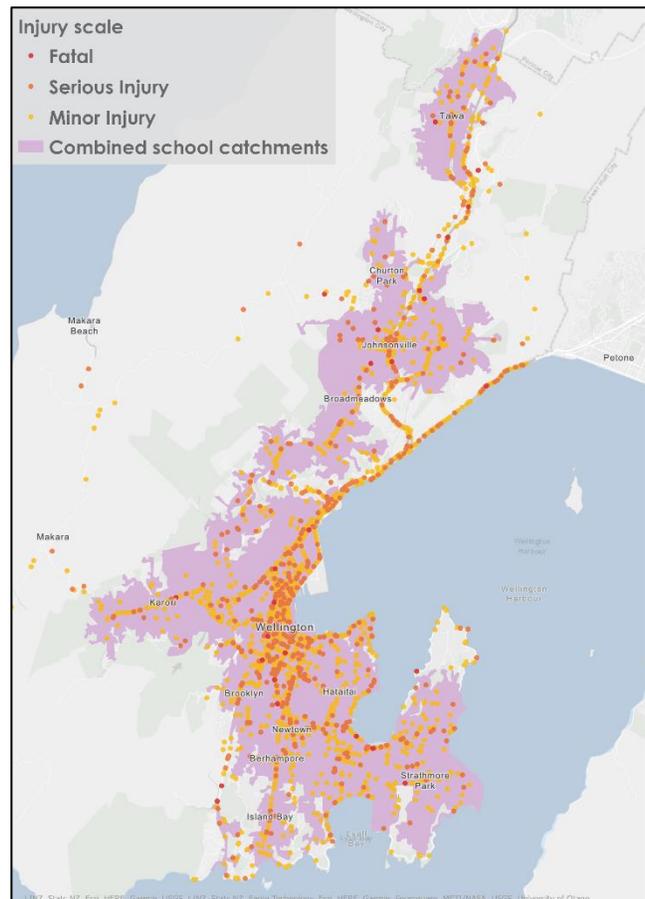
Question: May I request that a map showing Wellingtons "arterial streets" be circulated to councillors as soon as possible and tabled at the meeting. Without this it is unclear which streets the paper refers to.

Response: The map on the right shows arterial roads in blue. State Highway and high volume roads are presented in red. Waka Kotahi is road controlling authority for State Highways. We will provide hard copies on the day.



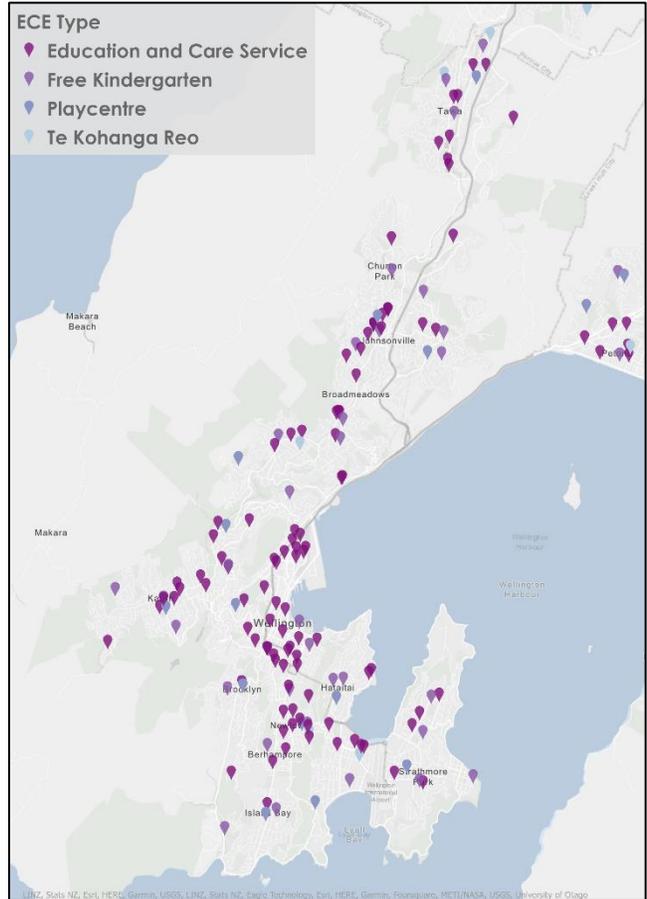
Question: I would also like to see crash data for the city and a map showing the 2 km radius from each school, ideally transposed onto the same map.

Response: Please see a map showing locations of road crashes with injuries in Wellington City (2012-2021) in walking catchment areas around schools as defined in the Approach to Speed Management committee paper in June 2022 (1 km walking catchments for primary and intermediate schools and 2.25 km walking catchments for secondary schools).



Question: Provide a map showing locations of kindergartens and early childhood centres across Wellington City.

Response: Please see the requested map. The map also includes locations of playcentres and Te Kohanga Reo.



Question: The Waka Kotahi guidance and it says “changes across the network will be prioritised and phased, balancing changes to all streets surrounding schools....within 100m of a school boundary.”

That’s a far cry from 1km (or even 2 km), so I would like to know if that is still officer advice.

Response: Under the Rule, a Road Controlling Authority defines what it considers to a ‘road outside a school’ (section 5.1 (a)).

The introduction of the Speed Management Guide (page 3) which has been quoted in the question provides a high-level overview of the high benefit speed management areas (which as one of three components includes “all streets surrounding schools, including streets outside school frontages and within 100m of school boundary”).

Further guidance regarding the speed limits around schools is presented throughout the Speed Management Guide, including in the section “Integrating safe speeds around schools into the speed management plan” (page 38). That section includes the relevant information related to effectiveness of area-wide approaches for speed management around schools. Two key areas of guidance are provided:

Firstly: The guidance recommends considering roads and streets in a school catchment area that form part of children’s journeys to and from school.

Secondly: It indicates that that applying the safe and appropriate speed to an area (or network) that includes schools is the most cost-effective way to implement lower speed limits outside schools. **In officers’ view the guidance does not limit or recommend reducing speed limits within 100m of a school boundary exclusively.**

The officers’ advice on this paper remains to commence the development of a draft speed management plan with the recommended default speed limit guidance, to consider a city-wide approach to speed management in Wellington City.

2.2 Single Stage Business Case Approval – LGWM

Question: Where are the Governance Reference Group minutes and can they be provided?

Response: Minutes are available here: <https://lgwm.nz/about/document-archive/technical-and-annual-documents/governance-records/>

2.3 Traffic Resolutions Island Bay

Question: Can you send me the feedback from local businesses and groups mentioned in the replies to some of the concerns about the TRs?

Response: Below are the links to the Traffic Resolutions reports with public consultation feedback:

- a. [TR97-22 Humber St Time Restricted Parking.pdf](#)
- b. [TR99-22 The Parade Mobility and Time Restricted Parking, No Stopping Lines.pdf](#)
- c. [TR100-22 The Parade Time Restricted Parking.pdf](#)
- d. [TR170-22 The Parade Time Restricted Parking.pdf](#)

Question: Where else in the city do we have time limited parks only on a Sunday?

Response: All parking signs (including time-restricted parking) apply from Monday to Sunday, 8am to 6pm, unless otherwise specified or during public holidays.

The city centre and most suburban shopping centres have parking restrictions that apply on Sundays.

Question: Have the other churches been consulted/offered time limited Sunday parking?

Response: Yes. We have spoken to all churches on The Parade, and have received requests from Wellington South Baptist Church, St. Hilda's Anglican Church, and the Serbian Orthodox Church.

Question: How were the times re the childcare centre parking determined?

Response: This was determined in consultation with the Island Bay Childcare Centre and based on their operational needs.

Question: Did officers determine how many parks the childcare centre currently provides? I believe there is some? Is this factored into the thinking?

Response: There are two off-street parking spaces for the Childcare Centre. The request for on-street, short-term parking is to assist the Childcare centre during peak pick-up and drop-off periods, when there's an influx of parents/caretakers. Outside these times, the parking reverts to P60 to support the wider community needs.

Question: Can you please send a list of organisations that were engaged with on this project.

Response: The businesses below are in The Parade mailing list (who we update as necessary). Additionally, the project team have reached out to other businesses and organisations in the area via Officers physically meeting with business owners, letter drops, and during public consultation for the proposed TR's.

- Adelaide Trading Company
- Bay Food Market
- Betsy
- Bluebelle Café
- Brew'd
- Burger Wisconsin
- Empire Cinema

- Floyds Café
- Food Market
- Fuxian Take away
- Hells Pizza
- Koru Gallery and Gifts
- Island Bay Anglican Church
- Island Bay Bar
- Island Bay Bowling Club
- Island Bay Child Care Centre
- Island Bay Divers
- Island Bay Glass
- Island Bay Medical centre
- Island Bay Playcentre
- Island Bay Presbyterian Church
- Island Bay Vet Clinic
- Michael McCormack Gallery
- Nail Envy
- Natty Workshop
- New World Island Bay
- Pacific Orthopaedics
- Ray White
- Residents Association Chair
- Serbian Orthodox Church
- The White Room Gallery
- Unichem Pharmacy
- Vincent de Paul Shop
- Wellington South Baptist Church
- Wellington Steel

Question: There were a few requests for Residents parking - when would we be able to assess the need for this? What is the process for residents to request this be done?

Response: There are nine residents parking areas/zones in Wellington, at the current time, Island Bay is not included in these areas.

Council will first need to assess if a parking management tool such as residents parking is needed, and if this is the appropriate mechanism to use. The 2022 Abley Parking

Management Plan does not indicate the need for a residents parking scheme as there is sufficient parking within walking distances of shops and households.

Question: How will we keep touch with the businesses to check that the parking changes are working for them?

Response: The businesses have expressed interest in forming a collective in Island Bay, which will be in direct contact with the Council's Business Engagement team, and providing feedback to the project team as needed.

Council Officers regularly attend the Island Bay Resident's Association meetings, where the membership consists of residents, business owners and other representatives.

The businesses and organisations have the contact details of The Parade project team, and of specific Council Officers who they can directly get in touch with.

The project team are looking into a post-construction date to reach out to the business community to assess how the changes are working for them, after having lived with these changes over some time.

Question: Regarding noting the requests for restricted parking to be longer until 8 pm for Humber street parking, how will we monitor and what time frame are we anticipating we will we assess this?

Response: The project team are in discussion with Parking Services to develop an enforcement strategy. This strategy will consider the parking changes implemented, community communications, and resources available to parking services. A timeframe to implement the strategy has not been developed at this time.

2.6 Chaytor Street, Raroa Street, Curtis Street Karori – Safety Improvement Options

Question: Can you please clarify that only the funding for the investigations and business case will come out of the 22/23 minor works budget, and that funding for a solution will be decided as part of 2023 Annual Plan?

Response: Yes. Only the investigation and business case development will be funded from minor works and any funding for the preferred solution will be decided as part of the Annual Plan process.

Question: Could any minor improvements (Category A options) be delivered in 2022/23 using the minor works budget?

Response: If any further minor improvements are identified through the investigation process, these can be done through the minor works budget ahead of the preferred solution.

Question: Given that this intersection is on the route for LGWM City Streets improvements how can we ensure that any changes we make now will not limit LGWM options or require significant rework?

Response: The project team is working very closely with LGWM to ensure that this risk is minimised.

Questions from Councillors and answers regarding item 2.7 Newtown-City Transitional Cycleway consultation

ID	Question	Answer
1	<p>Why hasn't the west-bound parking on Mein Street been removed to make room for cyclists to pass the que in front of the intersection and prevent the from using the footpath?</p>	<p>Mein St is not part of the primary or secondary bike network so was considered out of scope for this section of route. The parking is highly utilised in this location for pick up and drop off for Newtown School alongside visitor parking for the Hospital. Due to the removal of parking along Riddiford Street this parking is proposed to remain to mitigate some of the impact. The queue backs up on Mein Street for some distance therefore a significant number of parks would need to be removed in order to allow cyclist to overtake the vehicles in order to reach the advance stop box. The parking in this area will however be investigated as part of the Newtown Parking Management Plan and we will continue to monitor the feedback and propose additional changes if and when required.</p>
2	<p>Could officers come to Thursday's meeting (and preferably earlier) with the following:</p> <ol style="list-style-type: none"> 1. crash data on the proposed route showing how many cyclists have been injured on the route in the last 10 years and, if possible, why. 2. Crash data that I requested on Glenmore St. 3. Cycle counts for the proposed route for as far back as we have data. 4. Motor vehicle counts. 5. Any data on lost revenue from shop owners along the route since installation of the transitional cycle lane commenced. 6. Cycle counts from Brooklyn Hill. 7. A summary of the hired truck analysis 	<ol style="list-style-type: none"> 1. There have been 194 crashes reported on this route in the last 5 years which is the typical analysis period used. Of these crashes 18 involved people on bikes and 13 involved people walking. . The incidents involved the below: <ul style="list-style-type: none"> • Vehicle turning into cyclists at Mein Street intersections. (2019) • Multiple incidents involved vehicles changing lanes into cyclists - Lack of visibility/ awareness • Parked vehicle opening door into cyclists • Vehicle driving into cyclists waiting in Advance Stop Box at the John Street intersection • Multiple incidents involved vehicles pulling out / across into cyclists – Lack of visibility/ awareness • Multiple incidents involved vehicles intentionally obstructing or driving into cyclists • Vehicles overtaking cyclists to closely

	<p>8. The cost per tonne of carbon dioxide saved. Please also show the amount of carbon emitted by the Huntly power station in (1) 2017 and (2) 2021 and what is Wellington's share.</p> <p>9. How the gradient of the route through to Island Bay has been accounted for.</p>	<p>Most of these crashes involving pedestrians or cyclists are severe or minor injury. This data does not include near misses and accidents not reported to the police. The baseline survey undertaken for this project, completed by 825 people, indicated 460 people had experienced a near miss or a crash along this corridor in the previous six months.</p> <ol style="list-style-type: none"> 2. There have been 51 crashes reported in the last 5 years on this road, 6 involving cyclists and 5 involving pedestrians. 3. Cycle counts were carried out at the Adelaide, John, Riddiford Street intersection February 2022. The Average weekday cycle volume is 1,250. 4. Motor vehicle counts. <ul style="list-style-type: none"> • Riddiford Street ADT 20,260. • Adelaide Road ADT 22,017 • Cambridge Terrace ADT 11,481 5. As part of our programme monitoring and evaluation, we have purchased MarketView economic data for the Newtown to city corridor and if this traffic resolution is approved, will continue to purchase 'after' data to more closely monitor the impact of the project on economic spend along the route. A full analysis of the impacts will be provided when a comparison data set has been collated and given the high level of interest in this area, we will be looking to set up regular business impacts/benefits reporting going forward." A preliminary analysis of data before and after the bike and bus improvements were installed on Riddiford St in early 2022 shows no significant reduction in spend (on average) but this analysis has yet to be peer reviewed. However, some retailers/merchants may have suffered individual reductions either related to the market uncertainty due to COVID-19 or to the works in progress. There have however been significant impacts on the overall revenue of these business since 2019 as a result of covid restrictions and sickness, these are in line with the impacts seen across the city and NZ. Riddiford Street however seems to be steadily recovering from the covid impacts, including during and post installation of the cycleway. National and international analysis on the economic impact of new bike lanes suggests a neutral to positive impact can be expected. A recent study from Montreal showed commercial sales
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		<p>along a major new cycleway have seen strong uptake since February 2021 compared with an unchanged nearby street.”</p> <ol style="list-style-type: none"> 6. The average ADT remains steady at around 200-300 trips per day. Cycle count data did appear to show an initial uptake however we then went into COVID lockdown. We will continue to monitor the counters on this route. 7. A trial was carried out to determine the practicality of the proposed loading zone at the entrance to the Hospital carpark. The truck used was an 8-metre delivery truck from PTS Logistics Wellington consistent with large delivery trucks that would be expected to deliver to the surrounding businesses. This truck was able to successfully manoeuvre around the site. 8. Please see response to question about carbon emissions reductions modelling below 9. This project is still in the early stages and investigation into the design of this route has not yet commenced. The route itself was confirmed as part of Paneke Pōneke in March 2022 following public consultation on the network.
3	<p>The failure to give any real consideration to use of the median strip on Kent/Cambridge opens us up to another challenge. Dismissing a well thought through design for a cycleway because of the tenuously related Parking Plan is an obvious weakness. It’s not a footpath in a practical sense. It services those using the car parks. How do we factor that into the all too simplistic parking hierarchy?</p>	<p>The team have confirmed that this option was discussed early on in the project development but was discounted for several reasons:</p> <ul style="list-style-type: none"> • The width of the footpath is around 1.5m - 1.8m, narrower at points due to various poles etc. To ensure people can safely get in and out of cars parked alongside there, and people on bikes don’t get doored by passengers exiting onto the footpath, we would need to paint a 1m buffer. This leaves only 0.8m space for what would become a shared path between people on bikes, and people on the footpath including those accessing their vehicles. The minimum width for a shared path is 2.5m, for low volumes, but for the volumes we will be expecting down here, we’d need at least 3-3.5m. • The option also involves significant civil works as people would need to ride up and down the footpaths, where there are currently no kerb ramps, across the intersections and U-turns. This was not considered in-scope for these ‘transitional’ projects as we’re looking to make changes we can tweak and adapt as needed.

		<ul style="list-style-type: none"> • Widening the median island to provide sufficient width for a shared path would require extensive re-kerb and channelling and is not considered an 'interim' solution. It would also likely impact on the space available for parking along there and could not be constructed as part of a 'rapid roll-out'. • This design has a poor level of service for pedestrians and cyclists • Pedestrians exiting parked vehicles will have no safe space to exit the vehicle • U-turns will have poor visibility and be unsafe • Footpath is narrow with multiple poles and utility boxes – If parking is retained the parking boxes and poles are required. • There would be ped/ cycle conflict of those wishing to pay at pay machines or walk along or across this route
4	Officers at one point advised that a truck had been hired to test the practicality of the proposed loading bay. Was this a delivery truck or a tow truck? (Sorry, it's not clear what loading bay is being asked about here.)	A trial was carried out to determine the practicality of the proposed loading zone at the entrance to the Hospital carpark. The truck used was an 8-metre delivery truck from PTS Logistics Wellington consistent with large delivery trucks that would be expected to deliver to the surrounding businesses. This truck was able to successfully manoeuvre around the site.
5	I am also keen to see the retainer for 'First Retail' group, their expertise, company history and analysis from them and hear from Chris Wilkinson in regard to allegations made by some retailers regarding his mode of consultation.	<p>First Retail is a stakeholder engagement and project delivery group who work to engage businesses and stakeholders and hold relationships for organisations and Councils.</p> <p>First Retail were contracted by WCC to engage with businesses along the Newtown to City route to bring awareness to the project and gather contact details for WCC to use for further project engagement. WCC worked with First Retail in the early stages to communicate design changes and engage with stakeholders about specific questions to better inform the progression of the designs.</p>
6	Will this process be legally defensible? Is there any legal reason why we cannot make this decision next week?	The legal team has supported the cycleways team through this process which has followed the Council's standard Traffic Resolution process.
7	Have council officers visited the Florists?	Yes we have been there on multiple occasions.

8	<p>Hearing from Urmila Bhana during hearings saying that Riddiford St south businesses are down 38-53% and north down 80% since the bus/cycle lanes installed. Do we have eftpos or other data to corroborate that?</p> <p>It would be good to have that included in the paper if it's not there already.</p>	See ID (2) 5) above.
9	whether the resource consent condition of car parks or other businesses within the countdown car park still stands?	The resource consent condition which required all 230 parks to be available for all shoppers in the Newtown shopping area was removed in 2010 but was replaced with an easement which provides for the relevant landowner to at all times ensure that WCC and its invitees (including the general public) have the right to park in 20 carparks. The landowner cannot change these carparks without WCC's consent. We have worked with Countdown to improve wayfinding and clarify the signage of these parks and they have recently installed a Locky Dock bike parking station to provide additional parking for people travelling by bike in the area.
10	How do we manage E-scooter's in bike lanes?	Cycle lanes are the preferred place for e-scooters to ride, as they are better protected from motor vehicles and cycle lanes minimise conflict with slower moving pedestrians. The current regulatory settings for where e-scooters can ride have been identified by central government as out of date and requiring clarification, as they are technically allowed to ride on shared paths and separated cycle paths if permitted by a road controlling authority, but not cycle lanes. This issue is likely to be resolved in the coming months, through the Accessible Streets package. When this issue is resolved, e-scooters will be encouraged to use the new protected bike facilities from Newtown to the City if approved as this is considered the safest place for them to be.

11	Hospital carpark numbers	<p>150 in New Childrens hospital for public/patients 940 for staff 500 for public/ patients in current parking area</p> <p>The hospital have a Travel Action Plan (TAP) which overall aims to reduce the number of staff who drive to work alone. The TAP is made up of investments and initiatives from both Te Whatu Ora – Health New Zealand, Capital, Coast and Hutt Valley and Greater Wellington Regional Council that seek to make it easier and more attractive for staff to travel by public transport, walking, cycling or carpooling. The TAP has been included in the TR report as an attachment.</p>
12	Can you consider a Loading Zone for PCB construction company?	Yes we will be recommending an amendment to the TR to alter the current proposed P120 on Broomhedge Street to be P10 Loading Zone spaces 8am-3pm Monday – Friday
13	What occurs in the regular emergency call outs that the Hospital has throughout the day? How will freight trucks be able to get in and unload?	The proposed loading zone within the Hospital Carpark entrance will not impact on Emergency services or patient access to the Hospital. The loading zone is situated in an offset at the entrance to the Hospital carpark entrance so no traffic will be disrupted.
14	The assumption that WCC have made is that freight arrives one at a time for shopping precincts. It does not, where are the trucks going to queue along with the couriers inside the hospital grounds? Block the entrances?	The loading zone within in the hospital is 10metres in length and therefore able to fit two vehicles.. The existing loading zone on Riddiford Street is 8metres therefore this additional loading zone will allow additional capacity throughout the day with the loading zone at the Riddiford Street providing another loading zone space for afterhours 7am-7pm.
15	The attached photos is a regular occurrence at the hospital along with break down closures, the photo attached was taken yesterday. No ability for trucks to	The hospital has confirmed in the event of the underground carpark being full, the sign is placed out front however the barrier arms remain operational. In the case of a machine failure the barrier arm will either default to open or be manually opened by our management contractor. We do not anticipate any other regular or frequent incidents or circumstances that would impact access by delivery drivers.

turn when closed off.



16	Who pays for the damage to the barrier arms, pay machines when damage occurs as a lot of damage occurs as trucks are of all different sizes?	No damage to the barrier arms is expected but in the case that this occurs, Wellington City Council will work with Wellington Hospital to resolve the issue.
17	What is the value of the contract WCC have signed with Wellington Hospital that allows the use of the entrance, barrier arms and turns?	Wellington Hospital is not requiring any payment for the use of the entrance area for a Loading Zone so no monetary contract has been entered into
18	What happens when a truck has to do at least a two point turn to get around the u-turn of the hospital and gets stuck not allow patients to get to appointments, not allow care givers to get to their friends, family or patients? How do cyclists get priority over them? Even the tow truck WCC officers used had to do a two point turn to get around the u-turn	We have done vehicle tracking and hired a truck to do a trial of this manoeuvre. A 8 metre truck was successfully able to make this turn in one go, no point turns were required, or any additional issues identified onsite.
19	How do the 65+ businesses get issues resolved with the hospital, at present all public provided loading zones have an easy process which is contact WCC. Have officers sorted out that process?	The hospital has parking enforcement that will be able to manage and respond to any concerns with the misuse of the loading zone. WCC will be the main point of contact for any concerns re signage or road markings.

20	When is the installation occurring?	If the proposed traffic resolution is approved construction is likely to begin in October with completion early 2023.
21	Obviously many people have asked for the Gazley option, so can we get officer advice on the pros and cons of this design option.	This is covered in the traffic resolution report as a key theme.
22	<p>Parking for medical auxiliary services</p> <p>Using the median strips (wasn't sure if that was about the centre lane median or the separation median between the cycle lane and vehicles)</p> <p>Unloading traffic through the John St intersection</p>	<p>We have been working with the medical auxiliary services to identify their patient needs. We have proposed additional P30 parking spaces on Hall Street to accommodate SCL. Other services along this section have onsite parking and the hospital carpark that has over 1500 spaces is also available to be used by these patients.</p> <p>Please see the report that outlines the reasons why the use of the median strip has been discounted.</p> <p>We have provided an additional loading zone at the hospital carpark entrance for the business at the John Street, alongside a 7pm to 7am Loading zone in the existing location.</p>
23	Concern was raised about the visibility of bollards to vehicles, cars using the bus lane, pedestrians getting "mowed down" by cyclists as they cross the cycle lane. . Have we considered keeping parking on one side and what the effects would be of that on the design?	<p>This project represents a significant improvement in road safety design and aligns with national best practice standards.</p> <p>Retaining parking on one side of the road would involve removing protected bike lanes in one direction, resulting in an incomplete route and limiting benefits accrued.</p>
24	Was there a risk assessment done for e-scooters using the cycle lane, given they are different vehicle types to bikes and about the safety of bikes waiting on traffic islands with large vehicles turning. Do we have risk assessments for those safety issues?	See ID 10

25	<p>Did officers consider longer parking times than P60. Some submitters requested P180. Also said it was hard for customers to get a park after 4.45pm – do we know who is competing for those parking spaces at these times?</p>	<p>Majority of the parking along Kent and Cambridge Terrace is P10hrs. From Courtenay Place to Vivian Street, current parking usage is moderate during the day (55% occupancy at 12pm) and high during the evening (81% occupancy at 7pm). On this section, average occupancy levels never exceed the optimal 85% occupancy level and parking is generally under-used. From Vivian Street to the Basin Reserve, current parking usage is low during the day (39% occupancy at 12pm) and low during the evening (45% occupancy at 7pm). On this section, average occupancy levels never exceed the optimal 85% occupancy level and parking is generally under-used.</p>
26	<p>Can we retain the loading zone outside Bats theatre?</p>	<p>We have worked with staff at BATS Theatre to discuss the relocation of the loading zone. We recognise this will have implications for loading for the premises and have aimed to find the most suitable nearby location. The location on Roxburgh Street was chosen to ensure there is adequate shelter and wind protection around the building to the BATS Theatre entrance without the need to cross any roads.</p>
27	<p><i>A submission suggested closing the slip lane between Oriental Parade and Wakefield Street to continue the bi-directional facility down Chaffer Street. Officer advice?</i></p>	<p>We investigated a range of options to connect the proposed cycleway to the Waterfront including the most direct route down Chaffers Street. This option was discounted after significant investigation due to the difficulty of managing the conflict with the vehicles turning onto Wakefield Street from Oriental Parade without the use of significant civil works. While more confident cyclists may choose to continue along Cambridge Terrace to connect to the waterfront, this project aims to provide a connected route that will encourage less confident riders so continued separation via Kent Terrace was preferred. We will monitor the use of the bi-directional facility connecting to the Waterfront if installed and may consider alternative designs as part of future permanent works in this area.</p>
28	<p>A loading zone was requested to be retained in front of a business on Adelaide Rd for larger vehicles, can only fit a van off street. Even if it were time restricted.</p>	<p>We have recommended an amendment to alter the proposed P120 parks on Broomehedge Street to be P10 Loading 8am-3pm Monday – Friday with P120 at all other times. This proposal has been discussed with the other surrounding businesses to find a suitable compromise that aims to address all their needs.</p>
29	<p>A request was made about signal changes at Vivian St to support cyclists and about access for the cycle route when the Basin is closed either for events or overnight.</p>	<p>There will be new signal phasing at the Vivian Street intersection to allow for the bi-directional cycleway to operate safely. When the Basin is closed for events there will be a TMP in place to dedicate the area around the basin as a shared path with the temporary traffic management signage in place. We are currently working with the basin to extend the</p>

		hours they are open at night, once they have installed additional CCTV and lighting to address safety concerns.
30	How do cyclists get from the cycle lanes to their schools along the routes and will there be an education campaign so that drivers know how to interact with cyclists and understand what sharrows mean, for example.	<p>We have been working with the High Schools along the route to increase their awareness of the proposal. If approved, we will continue this work, including via our school travel programme to encourage uptake of the new facilities. We are also working with LGWM on targeted improvements that will help provide better connectivity to the local schools.</p> <p>Sharrows are only proposed on small sections of shared bus/bike lanes and we are working with Metlink and the bus companies to increase bus driver awareness. We will also be using VMS boards and other communication to drivers to let them know about the new facilities.</p>
31	Disabled people need to wait at the stop to be seen at bus stops, can't wait at the shelter, feels unsafe stuck between cycle lane and traffic. Requested moving the tactile markers and trip hazards but told we couldn't. Will there be bus platforms on Adelaide Rd?	<p>We have worked with national technical experts on the design of the bus stop platform, and have purchased an internationally tested, and accessibility certified specialised product.</p> <p>Since installation of the Riddiford St bus stop, we have worked with the disability community and received useful feedback that has helped further refine the design. We are currently investigating options for adding more tactile markers at the kerb, and have worked with the product company to refine the lip height for future installations.</p> <p>We have also undertaken a specific accessibility audit on the bus stop platform, with no significant issues raised.</p> <p>We will continue to work with people with disabilities and Metlink to further refine designs as needed and will be formally monitoring their operation with Waka Kotahi. We will also be working with cycling groups and our behaviour change team on an educational campaign to increase awareness of how the platforms work.</p> <p>There will be an additional 3 bus platforms on Adelaide Road.</p>
32	Suggestions were made to include more signage, calming at bus stops and ambassadors at bus stop at hospital in particular. Do we need to change the rule to be like Melbourne, if the bus stops, cycles have to stop?	<p>We have signage at the bus platforms indicating that cyclists may give way to pedestrians. We are adding additional road markings to make the give way symbol and limit lines clearer. We are also doing an educational campaign, giving flyers out onsite and creating and educational video to advise users how to use the new platforms. We are investigating working with community police officers to support the educational campaigns.</p>

		In partnership with Waka Kotahi, we will be monitoring the operation of the bus stop. Depending on the outcomes, we may consider additional give way changes.
33	More short stay drop off and pick up parking near Newlands school	This has been recommended as an amendment to the traffic resolution with 3 P10 pick up and drop off proposed on Mein Street and 3 P10 pick up and drop off proposed for Riddiford Street.
34	How have we managed safety of the left turn into Mein St	This intersection has been re-designed to improve safety and legibility for all users.
35	Have the Newtown Connections objectives been used, in particular to minimise parking effects on businesses and asked about the alternate route along Adelaide and Hanson St.	<p>The primary objective for the Newtown Connections work back in 2018 was making biking safer and easier for more people. Based on feedback, the community helped create a list of 9 wider objectives including:</p> <ul style="list-style-type: none"> - Provide connected facilities for people biking through and around Newtown, Mt Cook and Berhampore - Provide safe cycle facilities - Improve the safety of facilities for people walking through and around the area - Make it easier and safer for people to cross roads in the area - Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus - Minimise the impact on parking, especially for residents and businesses - 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 - Create opportunities to improve safe access, seating and shelter at bus stops

		<ul style="list-style-type: none">- Preserve, or create opportunities to enhance the special character of the Newtown, Berhampore, and Mount Cook areas- 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 <p>The primary objectives of the Newtown to City bus and bike improvements are listed below, however the project has close alignment with the community objectives from 2018:</p> <ul style="list-style-type: none">- 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- decrease the time taken to deliver strategic transport projects <p>A parking management plan to help mitigate impacts of reducing carparking was undertaken as part of the project and several mitigation options have been included in the design, including relocated loading zones, confirmation of alternative off-street parking sites, additional bike parking availability and restrictions on side-streets.</p>
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		<p>The route was confirmed as part of Paneke Pōneke, the Wellington Bike Network, in March 2022 following city-wide consultation and informed by previous consultation with the community on route choices.</p> <p>Adelaide Road is the most direct route and is the preferred connection for the strategic bike network.</p>
36	<p>Can we get officer advice on people boarding buses on Adelaide Rd from the bike lane and footpaths being converted to shared paths at Adelaide/Rugby and Oriental/Cable. How will we do better in future to identify pedestrian impacts such as these? Key concerns raised by one submitter were:</p> <p><i>2. Bus stops - The distance between the shelter and the stop with a bike lane between creates barriers in several respects.</i></p> <ul style="list-style-type: none"> - <i>Visibility for waiting passengers, distance needing to travel to reach bus, awareness of cyclists when crossing.</i> - <i>Lighting</i> - <i>Gradient is steep</i> - <i>The click-together design has gaps and is not a level platform</i> - <i>Adelaide road board into bus lane</i> <p><i>3. Bus lane hours</i></p> <p><i>4. Shared paths</i></p> <p><i>5. Due process</i></p>	<p>2. Bus passengers can wait under the shelter before a bus approaches, with drivers needing to ensure they look for any passengers who may be wishing to board the bus and allow them to have sufficient and necessary time to board the bus across the platforms. GWRC has advised making the Metlink public transport network accessible for all with ease and dignity is a key focus under our accessibility charter adopted September 2021. This will also involve investigating audio announcements to sit alongside the real time information board to ensure the advance warning of buses approaching is accessible.</p> <p>We will be carrying out an education campaign at the bus stops to advise cyclist to slow down and give way to bus passengers. We will also be creating an educational video on how to use these platforms.</p> <p>Lighting is out of scope of the transitional cycleway.</p> <p>The gradient of the bus platform is based on the gradient of the camber of the road, this is required for drainage purposes. The bus platform also has small gaps in it that ensure adequate drainage and are a result of the pre made design. The gaps will be more consistent as the construction crew adapt to this new product. This has not been highlighted as a concern within the Accessibility audit that has been undertaken. There is 3 bus platforms to be installed on Adelaide Road at the bus stops, bus passengers will not be required to enter and exit into the bus lane.</p> <p>3. We have made a recommendation to carry out a separate Traffic resolution to extend the bus lane hours to 24/7 on Kent and Cambridge Terrace.</p>

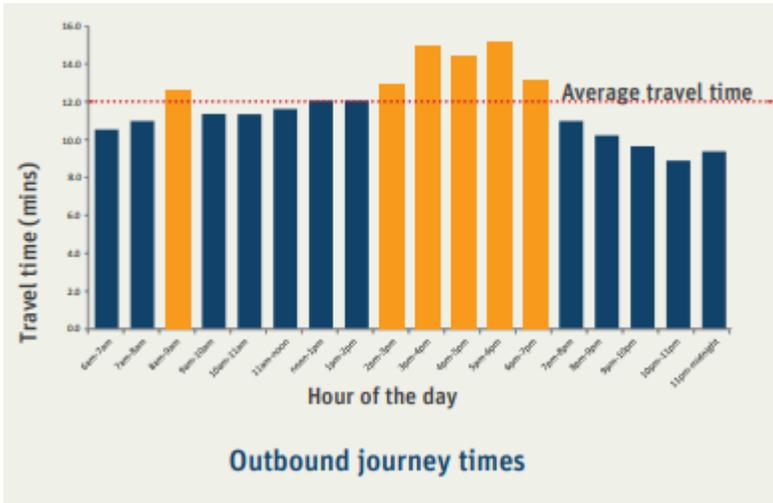
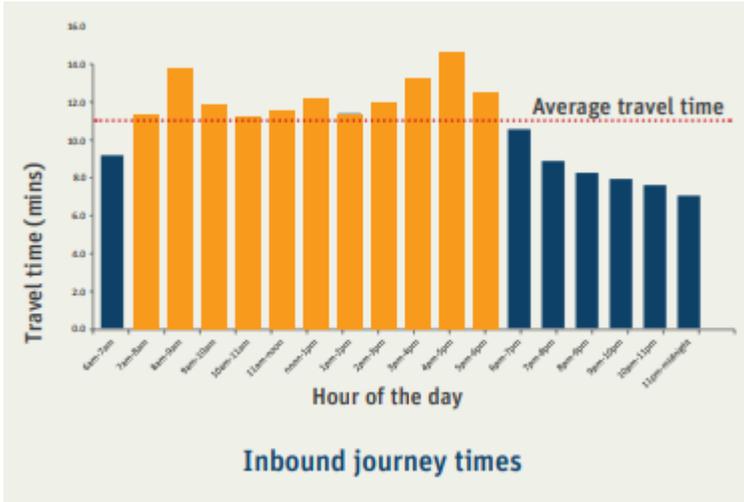
		<p>4. We have proposed the shared path on the Waterfront to legalise how the area is currently operating, this is consistent with the rest of the Waterfront which was approved as a shared path in 2019. This proposed shared path is 8 metres wide and will ensure a connected network.</p> <p>5. This is addressed in the report.</p>
37	Has traffic increased where we have reduced to one lane. Is there any evidence to support this?	We have collected before data on vehicle travel times and will be collecting after data if this traffic resolution is approved and the route can be installed. The overall objectives of the project is to increase the uptake of cycling on the route, and improve bus travel times so these are the key metrics of success the project will be evaluated on. We have not collected any data that suggests traffic levels have increased along Riddiford St as a result of the new bike and bus lanes, however modelling did suggest there would be minor delays to Riddiford, at the expense of improved bus travel times and safe cycling facilities.
38	Concerns were raised about fire trucks in single lane traffic – can we check with the fire station about whether they are experiencing this and how often?	Fire trucks and all emergency services can use the bus lanes. The current proposal with extended and additional bus lanes aims to improve the efficiency of emergency service. We have been working closely with Ambulances and the Fire Service on these changes.
39	What arrangements have officers made with contractors for contracting arrangements before submissions have been considered and councillors have considered those submissions?	Our existing maintenance contract would be used to deliver these works if approved. The maintenance contract has flexibility within it so that contractors can be deployed to priority projects as required. Contractors are aware of the potential works in install the Newtown to the City bike and bus improvements, but confirmation and scheduling will not occur until a decision is made from Council.
40	On another topic - the Basin Reserve issue - what modelling has been done about increased traffic / congestion and emissions around the Basin Reserve as a result of closing the turn-off bays and forcing traffic into looping around the Basin Reserve.	<p>Closing the u-turns is expected to have a very minor impact on traffic congestion initially given the low number of vehicles that currently make this manoeuvre. A small delay to traffic on Cambridge Terrace is expected initially from a reduction in vehicle lanes, however this is outweighed by the travel time benefit to bus users.</p> <p>Traffic modelling was undertaken using current vehicle volumes and does not take into consideration the re-timing and re-routing of trips that people make following street changes. Previous experience from Wallace St closures demonstrated that predicted congestion modelling did not play out as people adjusted their behaviour accordingly. The</p>

		objectives of this project are to make it more attractive for people to bike or bus along the corridor, reducing the percentage of trips taken by vehicles.
41	<i>How long will these alterations be in place before they are overtaken by LGWM?</i>	MRT construction is due to commence from 2027 however LGWM are planning several targeted improvements along this corridor in the interim.
42	Would we be better to delay this traffic resolution to do the bus lane and any other changes together – Would be more likely to get FAR funding?	As signalled by the current regulatory and legislative changes sought through the Reshaping Streets package and the launch of the Streets for People programme, accelerating the pace of change is a key priority for Waka Kotahi and the Ministry of Transport and much of their funding is geared towards supporting Councils to deliver walking, cycling and public transport improvements as quickly as possible. WCC has already had FAR funding for this project approved by Waka Kotahi, and our ability to deliver this accelerated project is likely to impact their confidence in our programme and future funding decisions as NLTP funding is constrained.
43	Are there any cancelation clauses in the contract?	This project would be delivered through our maintenance contract, so no extra contractual obligations have been entered. The availability of contractors to deliver the work is impacted by the certainty they have that the project will go ahead. As we experienced during the Wellington protests and Parliament earlier in the year, when crews are delayed they get re-deployed elsewhere in the city and can become unavailable again for extended periods of time.
44	What is the strategy and timeline for the communications and engagement on the shared bus / bike lanes? Is there \$ for this in the budget.	WCC behaviours change team are creating a plan for the education on the use of the new bus platforms. This educational campaign will involve officers being onsite advising users on how the area operates alongside giving out educational flyers. We are working on a educational video that will be on the website alongside the bus platform webinar. We will be rolling out more social media posts and working with key stakeholders such as cycle wellington and the blind and disability community.
45	When do officers recommend we should we have an update on the economic overview of the outcomes after a timeframe of the full network working.	Officers can provide an initial evaluation in 7 months to get a better picture of seasonal variations.
46	How many car parks will be lost as a result of the 24/7 priority bus lanes?	There will be a total of 22 carparks removed that are currently available outside of the current bus lane hours of 4-6pm Monday- Friday. These comprise of 6 metered parking

		spaces and 16 P60 parking spaces. We are however proposing 8 additional metered parking spaces in this section, so the net removal of parks is 14.
47	We had feedback about the parking effects on medical facilities that are not the hospital, eg SCP, Cancer Society, Ronald McDonald House and others. What has been done to provide short term parking close to those facilities? Can we continue to work with these facilities to make further changes to parking restrictions nearby if needed?	We have altered 17 parks on Mein Street to be P120 which better aligns with the hospital visitors stay times that were identified in the parking management survey undertaken in 2019. We have also altered the current P5 parking spaces on Hall Street to be P10 and proposed an additional 3 P30 parking spaces on Hall Street to further accommodate the needs of SCL. The hospital carpark has 1500 spaces that the visitors to these facilities are also able to use.
48	What is the route for cyclists and pedestrians when the Basin is closed? Can we work with the Basin to make cycling through the Basin safer?	When the Basin Reserve is closed for events, the footpath on the Mt Vic tunnel side of the Basin will be required to be formalised as a shared path through a TMP. We will continue to work with the Basin to discuss how it can be made safer.
49	Newtown to City: can a PDF high res plan be produced for the whole TR route – North / South.	Please find the plans here. A hard copy will be provided on the day. Road marking: https://www.transportprojects.org.nz/assets/Newtown-to-city/Newtown-to-city-Plans-TR-consultation-simplified_small.pdf Signage plans: https://www.transportprojects.org.nz/assets/Newtown-to-city/Newtown-to-city_Signage-plan_TR-consultation_v2.pdf
50	An inclusion of the Carbon Benefits of cycling	Emissions reductions from changes to the transport system are difficult to model, as the models currently in use do not model how people will respond to changes in the physical infrastructure that supports active and public transport. This leads to a variety of assumptions being used, none of which will be accurate. There are two ways you can approach this type of analysis: The first is to assume a certain percentage in uptake of a new mode, and what mode is being moved away from <ul style="list-style-type: none"> Using this methodology, my team estimates that if you assume cycling would double (from 4% to 8%) and that 75% of this increase would be from cars to bikes,

		<p>this would lead to about a 5% decrease in road transport emissions in 2030 (assuming the bike network is fully in place by then)</p> <ul style="list-style-type: none"> • Previous modelling by the transport team showed a similar direction of travel, but a lower expected reduction due to different modelling assumptions <p>The assumption on the uptake of cycling is also an assumption, and we really won't know how successful until the new infrastructure is in place, and is an actual safe network, not a series of unconnected segments. Community behaviour change, urban densification driven road congestion, and incentivisation schemes will also play a part in uptake which is an area local and central government are already very active in and will be more so into the future.</p> <p>Notwithstanding the above, we have been looking at other cities who have put in new transport infrastructure, and the difference this makes to cycling uptake.</p> <ul style="list-style-type: none"> • Last year we did a piece of comparative cities analysis for LGWM that looked at similar sized cities to Wellington who had put in light rail and active transport improvements. • These cities cut their road transport by about a third. • You can see the graph I take this from, in the LGWM document on page 15 https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Documents/Nov-1-MRT/2021-10-29-LGWM-Carbon-Analysis-of-the-LGWM-Programme.pdf <p>This type of analysis can't separate out the impact of the active transport and public transport improvements, but examples from other cities is clear that putting in the supporting infrastructure does lead to significant shifts in how people get around.</p>
51	Can officers check in with Newtown fire station and gage their comfort with the changes.	Council officers have contacted the Newtown Fire Station to discuss concerns raised. They advised they only had some concerns around the design at the Mein Street intersection which is proposed to be altered as part of this traffic resolution. They advised they had generally noticed a difference in traffic flow but had no concerns about the impact this had on their emergency response as they take whatever lane is best for them.
52	Bus priority action plan data / delays throughout the day / explained.	The bus priority action plan can be found here https://wellington.govt.nz/-/media/parking-roads-and-transport/parking-and-roads/bus-priority/files/wellington-bus-priority-action-plan-draft.pdf?la=en&hash=8CF3F9E547073AE3330C6AFAB407E3BDCDB82F47

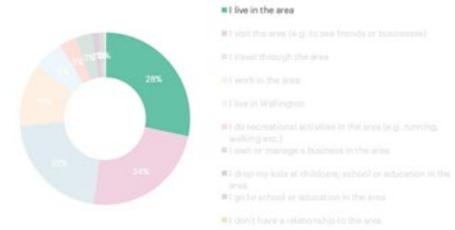
A visual showing the delay to buses along Kent and Cambridge Terrace in both the inbound and outbound direction are shown below



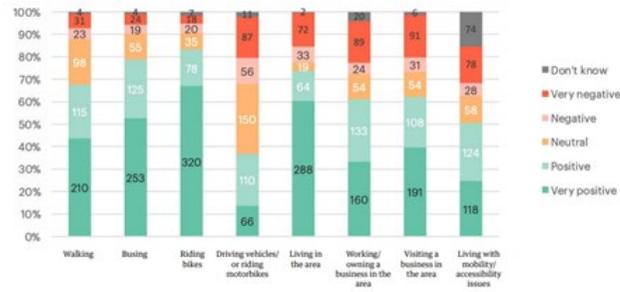
Do we have any data on where the supporters of this cycle lane live. Also, can we split between businesses/organisations for and against.

People who live in the area

What is the main relationship you have to the area?



People who live in the area thought the impacts for different users would be...

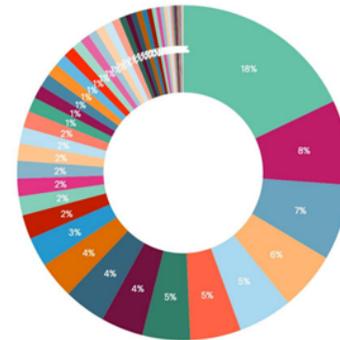


Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 1636



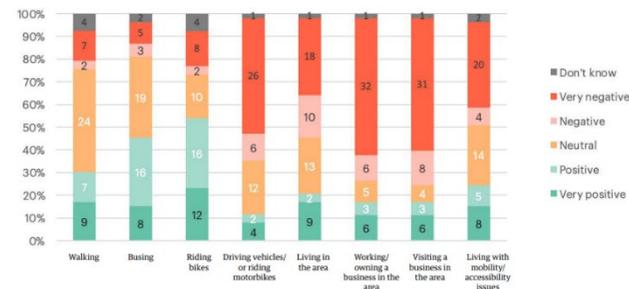
294	Newtown	23	Southgate	7	Churton Park
134	Island Bay	21	Newlands	6	Paparangi
120	Other	21	Northland	6	Maupuia
92	Mount Victoria	20	Wellington Central	5	Rongotai
86	Brooklyn	19	Wadestown	5	Highbury
81	Berhampore	18	Kilbirnie	4	Karaka Bays
76	Te Aro	16	Strathmore Park	3	Owhiro Bay
67	Mount Cook	15	Thorndon	3	Broadmeadows
67	Karori	14	Vogeltown	2	Makara
58	Hataitai	14	Kingston	2	Kaiwharawhara
47	Miramar	14	Tawa	2	Pipitea
38	Aro Valley	13	Oriental Bay	1	Ohariu
30	Khandallah	10	Wilton	1	Happy Valley
28	Lyall Bay	9	Crofton Downs	1	Worser Bay
28	Kelburn	9	Mornington	1	Grenada North
27	Melrose	9	Roseneath	1	Breaker Bay
26	Johnsonville	8	Seatoun		
26	Ngaio	8	Houghton Bay		

People who own or manage a business in the area

What is the main relationship you have to the area?



People who own or manage a business in the area thought the impacts for different users would be...



54	<p>Could the cycle lane be placed behind the John St heritage shops and through the hospital car park. Did officers consider this and what were the factors considered? John Whiting asked about alternative streets that could be used instead of north Riddiford st.</p>	<p>The route was confirmed as part of Paneke Pōneke, the Wellington Bike Network, in March 2022 following city-wide consultation and informed by previous consultation with the community on route choices. The route behind the shops and through the hospital carpark was not considered an appropriate substitute for the direct and connected strategic corridor of Adelaide Road.</p>
55	<p>How much consideration went into the proposed route? It seems a route via Hanson and Tasman would have had less impact on the businesses and doesn't appear to add to journey distance.</p>	<p>The route was confirmed as part of Paneke Pōneke, the Wellington Bike Network, in March 2022 following city-wide consultation and informed by previous consultation with the community on route choices. Adelaide Road is the most direct route and is the preferred connection for the strategic bike network.</p>
56	<p>Lane width and total width of the road reserve along Adelaide Road.</p>	<p>The proposed road and bus lane widths on Adelaide Road are 3 meters - this is line with Waka Kotahi best practice guidance and will ensure adequate room for vehicles traveling</p>

		along this route. The bike lanes along this section are between 1.4 - 1.8meters. The total road width is between 14.1 meters and 14.7metres
57	It would be good to see the parking effects of the final TR compared to the existing parking provision. If we could have updated tables that are comparable to the tables provided in the parking management plan that would be helpful.	<p>Tables below</p> <p>More area-wide current and proposed assessments for Adelaide Road and Riddiford St are provided in the Parking Management Plan in tables 3.4 and 4.4 here: PMP-Newtown-to-Waterfront-Abley.pdf (transportprojects.org.nz)</p>

Kent/Cambridge Tce

Parking type	Charge	Current spaces	Proposed spaces on Kent/Cambridge	Spaces after mitigation (includes new restrictions on side streets)
P5	Free	2	2	
P30	Free	2	2	
P60	Free	26	2	
P120	\$5 per hour	36	36	
Residents Parking		0	0	1 Additional Oriental Parade
10 Hour	\$3 per hour	125	81	
Taxi Stand	Free	12	5	
Total		203	128	

Adelaide Rd

Parking type	Charge	Current spaces	Proposed spaces on Adelaide Rd	Spaces after mitigation (includes new restrictions on side streets)

Coupon	\$18.00/day, first 2 hours free, annual fee for residents	43	0	
P30	Free	20	0	
P60	Free	4	0	
P120	Free	0	0	4
P10	Free	0	0	2
Total		67	0	6

Riddiford St

Parking type	Charge	Current spaces	Proposed spaces on Riddiford St	Spaces after mitigation (includes new restrictions on side streets)
P10	Free	3	0	3 Riddiford Street, 2 Hall Street
P15	Free	15	0	
P60	Free	38	0	
P120	Free	0	0	17 Mein Street
Taxi stand	Free	3	0	
P30	Free	0	0	3 Hall Street
Total		59	0	25