Member Questions and Answers

Pūroro Waihanga | Infrastructure Committee meeting of 24 August 2022

The following questions were received from committee members regarding items on the agenda of the Pūroro Waihanga | Infrastructure Committee meeting of 24 August 2022.

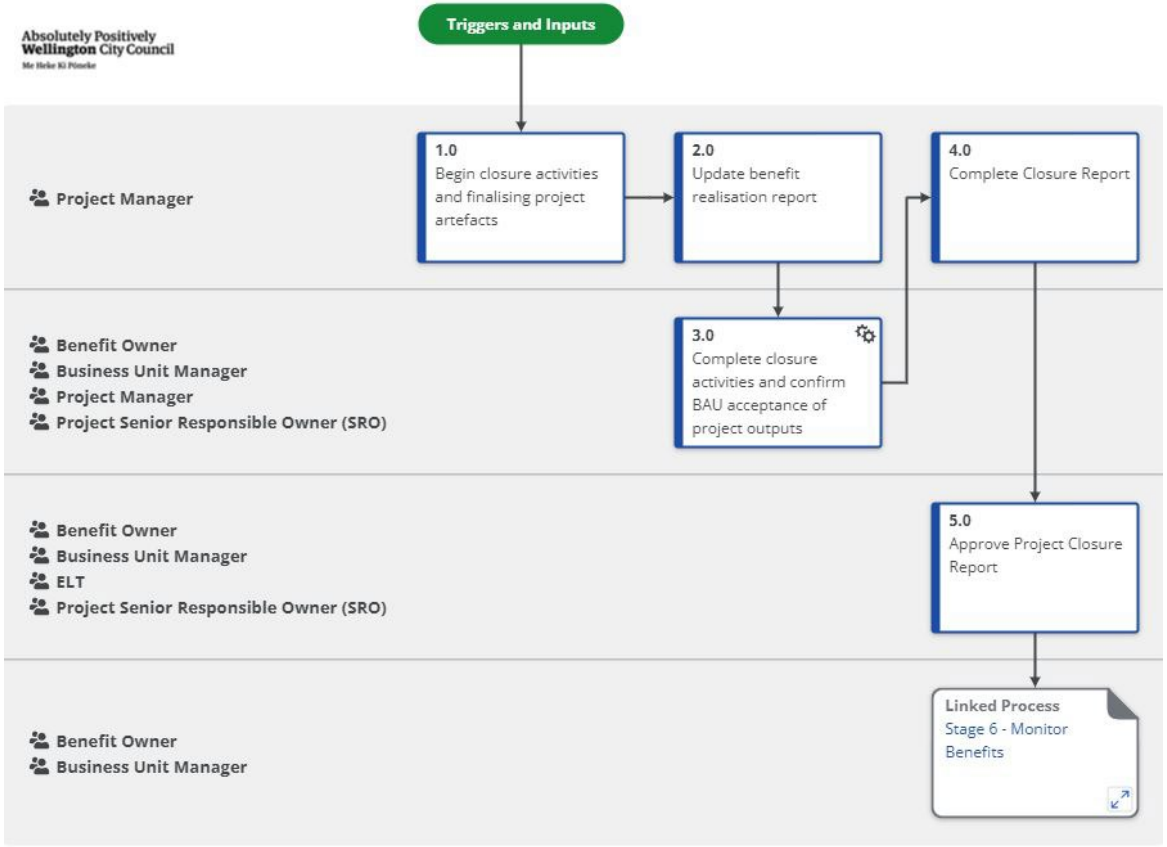
Item 2.2 Priority Investment Quarterly Report

What does programme baseline mean?
Programme Baseline or Baseline is a term used to describe the current cost, time and scope elements of a project or programme. In its most simple form, it is the time / cost / scope / tolerance agreed by the governing body for the management body to deliver within.

This can change during a project or programme lifecycle, and this is called re-baselining. Recently many projects and programmes that have been forced to re-baseline from original baseline due to the effects of supply chain and resource constraints due to the events such as the Suez Canal being blocked by a ship, or Covid 19 impacts.

What is the process for closing a project?
The process for closing a project falls within the management functions of WCC and is delegated to the Chief Executive and Executive Leadership Team.

The IDF (Investment Delivery Framework) includes a Project Closure Report, which Project Managers are advised to use to help guide closure activities. These are shown in the process map below.



How will benefits realisation be monitored for the closed projects and how will this be reported to councillors?
Benefits Management and realisation processes are defined at a general level within WCC. They are captured at several points in the IDF – namely the new initiative register, the project brief, business case, project management plan, and project closure report

The IDF identifies benefit realisation reporting as part of *Stage 6 – Evaluate* and the accountability is with the Benefit Owner and the Business Unit Manager (who are often the same individual).

The Project Closure Report process advises PMs to evaluate the status of outstanding benefits (and risks) at closure and agree with the Business Owner as to how monitoring will continue post-closure, and for how long.

The Parade Upgrade:

- **How much extra has/will resealing of The Parade cost rate payers?**
  The total seal amount for the completed seal will amount to $ 94,000.00. The repairs will cost around $5,000.00

- **What communications have we done about the road quality and how we will fix it and to whom?**
  We have had a community board meeting attended by residents and Transport and Infrastructure Manager Brad Singh to talk through the resealing issue. We have also dealt with numerous personal enquiries logged through Freshservice and have taken the time explain the situation and talk through the likely approach to remediation one-on-one with concerned residents. Further communication is currently being planned.

  What are our learnings about the late timing for resealing the road?
  The bottom sections and the top stripping sections of the chipseal were done in very similar ways, with a two-day delay between the two. The spray rate for the binder (glue) was on the lower end of the allowable envelope and this may have been a contributing factor. We have sealed roughly 15,000 metres of road in the south last season and identified 100 metres of failure.

Frank Kitts Park:

- **Can you please share the memo to Mayor re Frank Kitts carpark QS with all councillors?**
  The Frank Kitts Park Redevelopment Project Report update contains an error. The memo referred to was for update to the CPO and was not provided to the Mayor or Councillors. It was an internal memo capturing options for the carpark building after updated geotechnical information and a QS.

PIR Newtown to City Transitional Cycleway:

What additional signalised intersection work was done on Newtown to City transitional cycleway?

- Work done to date:
  Riddiford Street at Hospital entrance:
  - New ducting and cabling of the signals
  - New detections loops for the bike lane

  Signalised intersection upgrade required for operations of intersection

  Adelaide Road at Hospital Road:
  - Removed the central island on Adelaide Road and the traffic signal pole and lights.
  - Replaced with traffic lights mast arm that extend out over the road from the Hospital Road side.

  This created more space for the installation of proposed bike and bus lanes and be more visible for drivers.

  Adelaide Road at Drummond Street:
  - Removed the central island on Adelaide Road and the traffic signal pole and lights on it.
  - Replaced with traffic lights mast arm that extend out over the road from the Blind and low vision side of the road.

  This created more space for the installation of proposed bike and bus lanes and be more visible for drivers.

PIR Sludge Minimisation Facility:

- **Can you please explain more about the risk that the sludge process performance is not achieved?**
  This risk is largely mitigated by the engineering design process, the assurance associated with that, and ensuring supply of key equipment packages and facility commissioning delivers against the design.

  To date WCC has engaged international sludge processing experts alongside local engineers Beca to complete full process design which includes process modelling and development of an energy and mass balance. This has been peer reviewed by Stantec who are recognised international sludge processing experts.

  This process design has been informed by reviewing other reference facilities, and detailed characterisation of the Wellington sludge to pick up any local conditions. This process design informs specification of equipment packages that have back-to-back performance guarantees.

  In addition there is an extended period planned for the end of the build phase to ensure to effective commissioning and optimisation of the process.

- **Can we please have a more detailed update on the risk that Moa Point existing capacity is not sufficient for long term growth?**

We have engaged Stantec to assess the capacity of the Moa Point WWTP and initial indications show no short-term capacity risk, as long as original design capacity is maintained.

In addition:

- Condition assessments are underway to understand reliability issues.
- There is a series of operational improvements required to reinstate the original design capacity. These are low-cost, near-term (12mth) changes.
- A series of medium-term asset renewals will be undertaken to ensure capacity.
- Long term, an expansion of the plant will be required. Timing is being assessed at but likely more than 10 years away.

On the basis of all of the above, the current risks associated with Moa point WWTP capacity not being sufficient are deemed to be low and easily manageable.

PIR St James:

- **What work needs to be completed before St James is closed out?**
  The construction team is undertaking the final project works. Once these are complete Council, as regulator, will inspect before issuing code of compliance.

  The key project works to be completed are:
  - Roofing final seismic bracing to mechanical plant
  - Roof access / fall arrest system
  - Carpark groundworks and asphalt reinstatement
  - External painting works to stage house
  - Laneway sump pump works
  - Back of house fire doors
  - Hospitality suite lighting

- **When will the RNZB be moving back into the building and what works need to be done to support that**?
  RNZB's move back into St James is reliant on the extensive refurbishment being undertaken by RNZB of their tenancy space. This refurbishment has commenced and is planned for completion in early January 2023. ExperienceNZ as operator, are working closely with RNZB to expediate the works.

- **Wellington Water rising mains projects potentially in conflict with both Te Matapihi and Tākina – how are we mitigating these conflicts and working with WWL more generally to coordinate this work?**
  Tākina – We have established a working group with Wellington Water Limited, their contractors and LT McGuiness to ensure works on Wakefield Street are completed prior to the completion of Tākina.

  Te Matapihi – We have established a working group with Wellington Water Limited and are working with them to advance design and works associated with the rising

main in Victoria Street in front of the Central Library. The date is to be confirmed, but March to May 2023 works in street completion is likely.

- **What are the advantages of advancing the demolition of CAB for the Te Matapihi project?**
  The proximity of the Te Matapihi build project to the CAB site means it is advantageous to advance the demolition of CAB. This will reduce risk and disruption to the Te Matapihi build project and vice versa. The clear site from CAB will provide additional space for staging of the Te Matapihi construction if required.

- **Why is the scope for Te Matapihi amber?**
  The Project Scope is showing amber to reflect current cost uncertainties in the construction sector. Early contractor involvement (ECI) approach is our strategy to deal with this concern.

Item 2.4 Actions Tracking

Regarding the Wastewater Service Update (page 76), when will we receive the email on the update of the situation?
We can send out the Regional Wastewater Treatment Plan Operating Model – Post Implementation report which assesses the progress made on the recommendations made in the December review report.

Can we have a workshop on this please?
Should Council consider a need for a workshop after reviewing the report, that can be organised.

Are we confident about timing and impacts will line up with the new wastewater treatment facility?
Unclear as to what this question relates to.

Item 2.5 Let's Get Wellington Moving - Aotea Quay Roundabout Notification and Traffic Resolution Approval

Why was roundabout option 1 the preferred option?
This option had the longest weave length from the SH1 offramp, so was considered to be safest. The large two-lane roundabout is required to accommodate the volume of traffic and size of the vehicles.

Will there be access to the ferry terminal for pedestrians and cyclists from Hutt Road, given that we are not proposing improving these facilities on Aotea Quay?
Currently access to the ferry terminal is via Aotea Q on ramp slip.
Changes to cycle and pedestrian facilities on Thorndon Quay and Hutt Road are planned, which will connect to the existing ramp at the Aotea overbridge, providing off-road access to the ferry terminal.

Why was a southbound slip lane that would not have to use the roundabout rejected?

- The southbound slip was discussed in long options but discounted due to:
- Further land acquisition required on both sides of the roundabout with substantially increased cost.
- Traffic modelling not showing a significant benefit from this option, because at most times southbound traffic will have unrestricted flow.
- Poor roundabout geometry
- Additional traffic weaving generated by Hutt Road users into Southbound slip lane

Can you please explain what a metered roundabout is and how the lane control signals will work?

Under normal circumstances the roundabout the Give Way rule applies. At times of peak traffic when northbound flow is high, and will be otherwise blocked by the U-turn movement, the signals can be used to pause traffic on the southbound leg to create gaps for northbound traffic.

Signals are triggered by monitoring the queues in both directions and balancing the available time for the movements.

Signals are set back from the roundabout so it is clear that the roundabout give way rules still apply once a driver has passed the signals. Southbound signalling can be used when larger ferries come in (doubling in size and proposed to arrive at pm peak period) pausing for northbound traffic. The CT Yard signals are included only to be activated in a stadium emergency situation.

Will this be the first of this type of roundabout in Wellington?

A metering system has been installed on the Northbound leg of the SH59 roundabout at Paremata since 2019.

Did InterIslander (or KiwiRail) submit and are they supportive? Similarly, I think this will impact Toll/Mainfreight so am keen to hear their thoughts?

The LGWM project team consulted affected stakeholders around Aotea Quay and gathered technical information for incorporating into the design. Key stakeholders included: KiwiRail, Centre port, Mainfreight, Mainstream, Toll and Sky Stadium.

The design has been changed twice to accommodate KiwiRail and their tenants. KiwiRail have confirmed that the design, including proposed changes as a result of the consultation, is acceptable to them. The changes have minimised the impact on the Mainfreight lease and KiwiRail are intending to amend the lease accordingly. CentrePort and their tenants have also been consulted on the design and construction of the roundabout and do not have any concerns.

The paper mentions that the idea is to encourage InterIslander customers to exit SH1 at Aotea Quay rather than Thorndon Quay. How much more convenient will that be, as it seems there will be a need to double back?

There are multiple advantages of Aotea Quay Roundabout ranging from;

- traffic efficiencies

- more direct route using SH1
- less heavy traffic on a local road
- Allowing better Bus Priority on Hutt Road (from less traffic on Hutt Rd)
- Allowing for network growth for both Council and Kiwirail

The questions below were largely answered in the Single Stage Business Case which was approved by Council in February 2022 – refer to https://wellington.govt.nz/-/media/your-council/meetings/council/2022/2022-02-24-supp-agenda-council-web.pdf.

What assessment has been done through this project in estimating the increase in traffic on the Customhouse and Jervois quays?
Out of scope for the Aotea Quay Roundabout Traffic Resolution

Please confirm the strategy for light rail/ MRT to mix with heavy traffic and higher pedestrian counts?
This is out of scope for Aotea Roundabout Traffic Resolution but may be addressed in a future report from MRT team.

Did the Gell report outline that we should be working to take heavy traffic off the quays so it is a more pedestrian friendly road?
The Gehl report will be a key input into LGWM's Urban Design Framework and specific work to integrate plans, strategies, and projects already developed in Wellington City and/or being progressed through LGWM.

If yes, how are we implementing that?
See above.

How many businesses along Hutt Road and Thorndon Quay did we reach out to?
Design of the roundabout has progressed in advance of that for Thorndon Quay and Hutt Road which has just got to 30% design. All businesses along Thorndon Quay and Hutt Road were contacted by hand-delivered letter, and email where possible. Drop in opportunities were offered throughout the SSBC consultation.

A general meeting with Hutt Road businesses was held in July 21 (14 businesses attended). Following this, one in-depth meeting was held in November (10 businesses invited, 6 attended), two further meetings (additional 10 businesses in total) were delayed at the request of the businesses. Further engagement is planned once the design has been developed.

How did we reach out to them personal visit, email?
As above.

How many of them engaged with us on this?
As above.

What is the reason we are in a court hearing on TQ/ Hutt Road?
We will answer this in the meeting.

What other solutions were looked at to provide turning points along Old Hutt Road for heavy traffic?
Other solutions considered during the development of the SSBC include roundabouts at Aotea Quay merge and Kaiwharawhara intersection. Analysis showed roundabouts on Hutt Road were out of context, created additional safety issues for cyclists and pedestrians and were likely to introduce more delays.

Turning locations are still being considered for smaller vehicles; the width required to turn large vehicles being a significant constraint.

Have we assessed the types of business uses there and tried to work on the design with them?
Yes, as described above.