

# Questions and Answers

## Pūroro Āmua | Planning and Environment Committee – 23 September 2021

### Item 2.1 Approval of Draft Bike Network Plan for Consultation

What is a “high-level strategic traffic resolution”? Is this in the Act?

The reason we have referred to it as a high-level strategic traffic resolution is because it is at scale and covers the entire network as opposed to our usual process which is street specific. It is a network level traffic resolution that states very clearly exactly what streets the bike network is going on, allowing certainty for neighbours so they can factor it into their future decisions.

The traffic resolution will be as described in the Land Transport Act 1998.

Why are officers suggesting another process step/traffic resolution when the Network Plan and presumably the future traffic resolutions contain the same approach?

To signal that future decisions under the Land Transport Act 1998 will be consistent with the direction set in the final Bike Network Plan once it is adopted. This will also provide greater certainty and transparency for the public.

Isn't this approach just going to lead to consultation fatigue?

By consulting on the entire bike network at once, this approach is likely to reduce the number of consultations. Once the network wide consultation is complete, and the bike network is confirmed in early 2022, we will be able to move faster along routes, engaging with directly affected parties to get insight for design and installation, rather than consulting on preferred routes. We are also aiming to improve consultation processes by using interim installations as a prompt for engagement, rather than relying on hypothetical plans, and to engage a broader spectrum of Wellingtonians.

Why is it not possible to put a date beside the corridors which are being delivered as part of LGWM?

The development of LGWM's various plans are still works in progress. The recent approval of the City Streets Indicative Business case unlocks funding to allow more detailed corridor planning to commence. However, the Mass Rapid Transit and State Highway Improvement indicative business cases are still being developed. It will not be possible to confirm when changes will actually take place until detailed street planning and project scheduling has been completed.

In the first page of the draft network plan, I wonder whether there would be value, including Bikes In Schools and anything else that we have done over a period of years to support uptake of cycling. I believe it is important to let people know that there has been a lot of work/investment done to improve uptake. We have taught lots of kids to ride a bike and now they need a connected network to safely be able to use their skills and to get around their local community.

The Bike Network Plan is mostly forward looking and includes information about the outcomes we are currently seeing for bike use and safety. Complementary initiatives to support development of the bike network are mentioned on page 24, e.g. “cycle skills training, including Bikes in Schools”. We will add a Bikes in Schools information box to the final document.

In appendix 2 – The draft strategic bike network - the projects that say Built/Being Built. Which ones of those are complete?

The following table sets out which sections are complete. Level of service improvements may still be needed to improve bike friendliness in parts of these connections but they are in place and accessible by people on bikes.

Corridor/street name	From street – To street	Network classification	Network stage	Complete?
Airport Subway	Miro St - Coutts St	Primary	Built/being built	Yes
Barnett St waterfront link	Barnett St - Waterfront	Secondary	Built/being built	Yes
Buller St connector	Oak Park Ave - Buller St	Primary	Built/being built	Yes
Cobham Dr Cycleway	Evans Bay Pde - Miramar Ave	Primary	Built/being built	Yes
Evans Bay Pde	Greta Point Lookout - Oriental Pde	Primary	Built/being built	Partially, and under construction
Hunter St waterfront link	Hunter St - Waterfront	Primary	Built/being built	Yes
Hutt Road	Onslow Rd - Thorndon Quay	Primary	Built/being built	Yes
Karo Dr shared path	Cambridge Tce - Buller St	Primary	Built/being built	Yes
Khandallah-Johnsonville	Moorfield Rd - Broderick Rd	Secondary	Built/being built	Yes
Kilbirnie shared path	Evans Bay Pde - Rongotai Rd	Primary	Built/being built	Yes
Kilbirnie shared path	Evans Bay Pde - Rongotai Rd	Secondary	Built/being built	Yes
Kilbirnie shared path	Kemp St - Rongotai Rd via cyclepath	Primary	Built/being built	Yes
Kilbirnie shared path	Kemp St - Rongotai Rd via cyclepath	Secondary	Built/being built	Yes
Leonie Gill pathway	Onepu Rd - Cockburn St	Secondary	Built/being built	Yes
Leonie Gill pathway	Tirangi Rd - Onepu Rd	Primary	Built/being built	Yes
Leonie Gill pathway sth	Leonie Gill pathway - Lyall Bay Pde	Secondary	Built/being built	Yes
Miramar Ave	Miramar Ave-Tauhinu Rd RAB - Shelly Bay Rd	Primary	Built/being built	Under construction

Corridor/street name	From street – To street	Network classification	Network stage	Complete?
Oriental Pde	Herd St - Evans Bay Pde	Primary	Built/being built	Yes
Post Office Sq waterfront link	Customhouse Quay - Waterfront	Primary	Built/being built	Yes
Rongotai Rd	Onepu Rd - Cycle Path Te Whiti St	Primary	Built/being built	Yes
Rongotai Rd	Onepu Rd - Cycle Path Te Whiti St	Secondary	Built/being built	Yes
Rugby St	Rugby St - Tasman St	Secondary	Built/being built	Yes
Taranaki St waterfront link	Taranaki St - Waterfront	Primary	Built/being built	Yes
Tawa shared path	Duncan St - Kenepuru	Primary	Built/being built	Yes
Te Whiti St	Coutts St - Rongotai Rd	Secondary	Built/being built	Yes
Waitangi Park waterfront link	Cable St - Waterfront	Primary	Built/being built	Yes
Wakely Rd Cycleway	Spenmoor St - SH1 Centennial Hwy	Secondary	Built/being built	Yes
Waterfront	Herd St	Primary	Built/being built	Yes
Waterfront	Waterfront	Primary	Built/being built	Yes
Whitmore St waterfront link	Whitmore St - Waterfront	Primary	Built/being built	Yes
Willeston St waterfront link	Willeston St - Waterfront	Secondary	Built/being built	Yes

### How will we relate the plan to the Newtown connections and the preferred route?

Based on feedback from earlier engagement on Newtown Connections and further technical analysis, the draft Bike Network Plan has proposed that the preferred route for a bike friendly connection in Newtown follows the most direct and flattest route through Berhampore-Newtown being Rintoul St, Luxford St and Adelaide Rd. Work has now commenced on a parking management plan for Newtown.

### How are we tracking on Waka Kotahi funding and the process for this?

Officers are working with Waka Kotahi to meet business case requirements which are prerequisites to achieving funding support.

Waka Kotahi announced the 2021-2024 National Land Transport Programme on 7 September 2021. The table below shows the funding status of the submitted programme.

**Committed** means funding was approved in the 2018-21 NLTP period and unspent funds have carried over into the 2021-24 period.

**Approved** means funding is available and able to be accessed immediately.

**Probable** means satisfactorily completing business case and other requirements **should** unlock funding support.

**Possible** means satisfactorily completing business case and other requirements **may** unlock funding support if funding becomes available.

**Not included** means on the information provided, subsidy will not be available for the 2021/22-2023/24 period.

Project Description	3-Year Total	Funding Status
East Corridor - Evans Bay Stage 1	\$13,699,992	Committed
East Corridor - Evans Bay Stage 1	\$1,275,000	Approved
Cycleways Minor Works	\$3,000,000	Partially approved
East Corridor - Evans Bay Stage 2	\$12,490,386	Probable
General Cycleways Design	\$8,153,879	Probable and possible
General Cycleways Delivery	\$7,120,259	Probable and possible
Build back better delivery	\$11,668,020	Partially approved
Accelerated design	\$11,500,000	Probable and possible
Accelerated delivery	\$12,808,914	Probable and possible
Island Bay Cycleway	\$14,056,446	Not included
Tawa to Johnsonville		Not included

Some of the design work for the Transitional Programme may also receive funding through the LGWM City Streets programme.

[Behaviour Change - have we considered working with arts/creatives to get a Welly style approach](#)

We are working to create a palette of design solutions that people will be able to recognise as being part of our transitional and transformational programmes. As we develop scheme designs and complementary initiatives, it may be appropriate to work with arts and creative suppliers on specific spaces, design elements and activation activities.

[Kent / Cambridge Terrace- is there an indicative route here i.e. the inside lanes as opposed to the outside lanes?](#)

Detailed street design work has not yet commenced. Design work will begin once the Committee endorses commencing on the initial transitional projects.

[Pages 21-36 where did this data come from? What dates was it recorded?](#)

Data presented in the draft Bike Network Plan comes from a variety of sources including: crash analysis system, Census, WCC GIS system, WCC Residents' monitoring survey and WCC cycle counts. Dates are specific to each data set and vary considerably. We have used the most up to data available at the time of writing.

[Speed Management plan- I am keen to understand more of the plan for this. And how did we get this direction for the next LTP?](#)

The national road safety strategy 'Road to Zero 2020-2030' includes setting safe speed limits and improving our road infrastructure so we can achieve the Road to Zero vision for New Zealand where no one is killed or seriously injured in road crashes. The Ministry of Transport and Waka Kotahi have recently consulted on new rules for setting speed limits. These are currently anticipated to come into effect next year. In anticipation of these changes coming into effect, the Council made provision in its transport programme to review speed limits. Once the new rules and requirements are clear, Officers will report to the Committee on options for achieving safe and appropriate speeds throughout the city's local road network. We currently think this will be in the middle of next year.

## Item 2.2 Frank Kitts Car Park and Fale Malae

### Is there any value in bringing forward the demolition to this financial year?

The proposal to demolish in the proposed timeframe is determined by two variables;

- Funding - Cost of just the demolition is estimated to be \$1.2m, but this has several exclusions. Officers estimate the whole cost to be within a range of \$2m to \$3m, however this can only be verified through planning. The approach is to confirm costs through a demolition plan and incorporate into the Annual Planning process.
- Demolition plan; demolishing the carpark building and adjoining overbridge requires a detailed planning approach given the location of the site and adjoining high traffic and pedestrian environments in the central city.

### What options exist to speed this up?

If an earlier demolition is preferable, officers can return to Councillors sooner with a demolition plan (by end of year?), noting two above constraints that need to be addressed.

### Have any alternatives been considered for dragon boat storage after car park demolition, and if so, what are these?

The Fale Malae Trust and their architects Jasmax, are aware of the existing uses of the carpark building and its adjoining structures, including the dragonboat storage. The Council expects the Trust to address this through their proposal and application to use land as part of the landowner approval process.

### What is being done to support the eight businesses in the carpark?

As a priority officers have been providing the business and other tenants with information as we are able, and therefore minimise uncertainty for them. More broadly we are also communicating with a wider partner and stakeholder group. The businesses and other tenants that operate from the carpark building have previously been told that the building is earthquake prone and that the Council is considering options that include strengthening or demolition. We will continue to engage with them, including information on any decisions made.

### Is there an opportunity to create some container shops as these businesses do bring vibrancy to the waterfront?

The vibrancy and amenity these businesses bring to the waterfront is acknowledged. Opportunities for inclusion in the container shop area will be considered depending on what decisions are made about the future of the carpark building and related timing.

### What are the circular Economy – concrete recycling opportunities for this?

The demolition plan and the actual process of demolition will inform opportunities for recycling and/or reuse. The intent would be this would happen if able, noting our previous contributions to recycling at CentrePort -

(<http://www.sustainableconcrete.org.nz/page/awards.aspx?news=14611&year=2018>)

### What plans does council have to reinstate a market for the capital? Who is the best person in council to talk to about this?

The Council has no plans to reinstate a market, however whenever we are approached by stakeholders for support, we use our best endeavours to facilitate an outcome. While there is no single point of contact for this, the Build Wellington team are happy to help.

## Item 2.3 Te Atakura First to Zero 2021 Update

### Who are the members of the Te Atakura Steering Group?

Councillor Tamatha Paul  
Councillor Laurie Foon  
Councillor Thomas Nash  
Joshua Tan, Business Central  
Dr Jess Berentson-Shaw, The Workshop  
Holly Norton, Sustainable Business Network  
Tim Grafton, Insurance Council NZ  
Nicola Cordner, Wellington Airport  
William Woods, Centreport  
Jay Hadfield, CCBHD  
Arron Cox, Generation Zero  
Caroline Shaw, Otago Uni  
Andrew Wilks, Victoria University  
Claire Byrne, Meridian Energy  
Carole O'Connor, Business Central  
Tanea Heke, Arts Representative  
Conor Twyford, Union Representative  
Mino, Pacific Advisory Group  
Teraukura Solomon, Ngāti Toa

### How often have they met?

Four times.

### What is their perspective on the speed of progress of implementation of Te Atakura?

This hasn't really been discussed. They reviewed the draft business cases in the lead up to consultation for the LTP and gave feedback on them. There were no suggestions from the group that more be done at this stage.

### What is the Climate Lab? What does it do?

The purpose of the Climate Lab is to create high impact carbon reduction, at scale and with urgency. How the Lab operates and what it will focus on is the subject of a design sprint currently being undertaken.

### What businesses are likely to participate?

That will be determined in the design process and as the Lab is set up.

### How much money does WCC have budgeted to spend on it?

\$1.95m over five years is the budget allocated in the LTP.

### Why does it say on page 22 that upgrades to social housing are not fully funded in the LTP? I thought this was changed?

Upgrades to bring social housing up to Healthy Homes Standard requirements are funded in the LTP, but not upgrades that would lead to a high energy efficiency/sustainability standard.

Why so long for the Council to go to fully EV? 2030 is a long way away!

Council own a variety of vehicles that range from small passenger vehicles, up to large trucks. We are analysing our fleet now, and we may be able to convert all of the passenger vehicles (cars and SUVs) by 2025. Our utes will need to either be replaced by SUVs (where practical) or by electric models which are likely to become available in the next few years.

Will Council be reported to annually on updates as well. How will key measures on projects get reported as part of the quarterly annual plan reports?

Quarterly annual plan reports are not at the level of granularity that this update contains. We are planning to produce update reports on Te Atakura annually and can report on progress to PEC more regularly.

Once we adopt the strategic waste review road map – how will our leadership, advocacy, enabling, and action for a circular economy be adopted and measured as part of this plan?

Once there's clarity on the road map, we could incorporate an update on progress into Te Atakura reporting. Discussions on the best way to do this haven't yet been had.

Are there any further recommendations the CC team have for acceleration and adoption of circular economy strategy?

Not at this stage. The CCR business unit is contributing to the waste strategy roadmap.

How will we identify a strategy for the reducing the missing 36% of emissions?

The responsibility for that strategy is shared, between local government, central government, business and residents. We will be using the workstreams in Te Atakura relating to engaging with Wellington on climate action (in particular the Wellington Climate Lab, engagement workstream, and the Climate and Sustainability Fund) to support the City to tackle this challenge head on and achieve significant reductions quickly.

Possibly one of the only big things I can see that is missing is working with GWRC in advocacy for uplift in public transport usage - ie for students or for family travel into town on the weekends etc. Do we have a strategy to work with or alongside GWRC to support them or collaborate on anything else we can do to gain uplift in PT usage?

We work closely with GWRC on behaviour change to support the sustainable transport hierarchy. LGWM also has a TDM workstream that GWRC and WCC are contributing to.

Have we/can we/will we consider working with artists/creatives on behaviour change strategies?

We have started conversations internally on this.

## Item 2.4 Forward Programme

Are we on track for a draft District Plan for 20 October? This is a Wednesday not a Thursday.

Yes, we are on track for a draft District Plan to be approved for consultation on 20 October. This is an additional meeting that has been scheduled, and the draft District Plan will be the only item on the agenda. There is a Pūroro Tahua | Finance and Performance Committee scheduled for Thursday 21 October 2021.

There are two meetings in a row in October, are officers and the Chair and Deputy ensuring that other committees pick up agenda items where possible rather than meet for two weeks in a row?

Yes, however the discussions on the draft District Plan are likely to take a significant amount of time so it was decided to schedule in a separate meeting for this. All committees of the whole have a higher than usual workload for the month of October, so spreading the load among other committees will not necessarily even the distribution out. Staff are working to keep only essential agenda items on the Forward Programme for October and move items to November where possible.