Pūroro Āmua | Planning and Environment Committee
Questions and Answers
10 November 2021

2.1 The Parade Upgrade - Design Options

QUESTIONS ABOUT TIMEFRAMES:

Why will it take so long to design and build the long-term option? (from construction start to finish) What can be done to reduce this timeframe?

Design:

Tonkin +Taylor have estimated that it will take six months to complete the detailed design of the long-term option 6-I. This includes several review gates for the Council, as well as working closely with service providers (Wellington Electricity, Wellington Water, etc) to finalise the design. This design period could possibly be reduced by one to two months if review gates were rationalised (a process we are currently considering as part of the implementation planning for the wider Bike Network Plan).

Construction:

In 2018, BondCM completed a construction cost estimate for the Councillor-approved option from 2017. In this cost estimate, they estimated a construction timeframe of 350 days. This estimate is applicable to the long-term option 6-I, as the proposed designs are very similar. We understand that for the estimated timeframe, BondCM assumed that the full length of The Parade would need to remain open to traffic during the entire length of construction.

The construction period could be reduced by closing sections of The Parade for periods of time. While this would reduce construction time, it would result in significantly more disruption to the public over isolated periods. The construction period could also possibly be reduced by allowing several crews to work on the project simultaneously, constructing the project from multiple fronts. The impact of these approaches should be ratified with a construction estimator, such as BondCM.

What is the reality of timeframes in section 4.5.1 on page 46 of Tonkin + Taylor's report? When is a concrete decision about Mass Rapid Transit (MRT) coming to Island Bay due to be made? Is the MRT construction likely to be phased? If so, what are the stages likely to be and what will be the sequencing? When is the likely start of construction of Island Bay within the overall MRT construction timeframe?

Let's Get Wellington Moving (LGWM) intend to return to the partners for approval to proceed with a preferred option in mid-2022. MRT construction is likely to be phased, but this is not confirmed yet and the sequencing of that phasing is also currently unknown. Construction is currently forecast to start in 2028.

How will the promise in paragraph 40 to retain the $11-12m in funding 'saved' by only implementing the short-term option be handled in practice, and how long will it be retained for? Can you guarantee it will not be diverted into other projects? What would be the conditions for the funding being released and what is the likely timeframe for that? What is the net present value of the $11-12m 'saved' by only implementing the short-term option likely to be?

Although not identified as its own line item in the Long-term Plan (LTP), officers have separated it out from the wider Bike Network budget. Funding for any balance will be reviewed as part of the next LTP.

What constraints or dependencies, if any, would be created for the implementation of the long-term option by implementing the short-term option first (as suggested in paragraph 40)?

The proposed short-term option would not create any constraints or dependencies for implementation of the long-term option. The intention of the short-term option is to implement safety improvements that do not require any major physical works, in particular no relocation of kerbs. The physical works proposed in the short-term options are limited to:

- Pavement resurfacing;
- New road markings; and
- Physical separators, traffic islands, and speed tables (in the town centre).

If other works were completed in conjunction with the short-term improvements beyond what's been recommended (for example, constructing raised tables across the side roads at intersections), this may impact the amount of rework required for the implementation of the long-term option.

Which long-term option is most likely to be implemented if the short-term option is implemented first?

The long-term option which is being proposed is in line with the 2017 Council approved option as described in option 6-I in Tonkin & Taylor Report.

Why has it taken until November to bring that information to Council? The paper states in paragraph 56 that "We expect construction [of the long-term option] would begin late 2022 at the earliest". Is there still an opportunity to align the resurfacing work due in early 2022 with the long-term option by either delaying the resurfacing or fast-tracking the long-term option? If not, why not and why wasn't this possibility explored earlier in the year?

The proposed MRT routes are important context which needed to be publicly available information before the two options were discussed. It is not possible to fast track the long-term option before March 2022 when we come back post consultation on the Traffic Resolutions. The Parade between Mersey Street and Reef Street is overdue for resealing, showing evidence of safety deficiencies and potential to compromise its structural integrity. Delaying resurfacing work is no longer a viable option.

QUESTIONS ABOUT RESURFACING:

When you say in paragraph 35 that "Working alongside the resurfacing programme offers the opportunity to combine maintenance work with improvement plans, which reduces cost and inconvenience to the community" please quantify the cost reduction in $ and the reduced inconvenience in construction time or other relevant metrics. What is the actual cost and inconvenience avoided?

The cost is $130k which is the resurfacing cost from Mersey to Reef Street. If maintenance and improvements resurfacing are done separately, this cost will be incurred twice. Resurfacing is an inconvenience to the community and road users. We minimise inconvenience by resurfacing once (by carrying out maintenance and improvements together), rather than having to do the resurfacing once for maintenance, and a second time for improvements.

Is it correct that the only resurfacing cost that would be avoided by combining resurfacing and the short-term upgrade is $130k as per page 21 of Tonkin + Taylor's report?

Yes, as well as internal resource.

Is it really necessary for the timing of re-surfacing to be driving decision-making on the upgrade and can that dependency be broken if it allows for a better outcome to be achieved?

This decision is not being driven by the resurfacing, we were asked to bring this decision back to Council through the LTP decisions, so that, with the funding which was also allocated through the LTP process, we can progress upgrading The Parade. Timing with the resurfacing allows us to build back better, saving resources and budget, show alignment and take advantage of the already planned works if the safety improvements is the preferred option. To ensure good quality resealing, resurfacing works can only take place during certain times of the year due to temperature/weather requirements. As The Parade, between Mersey Street and Reef Street, is overdue for resealing, important roading characteristics such as safety (road friction) and structural integrity are being compromised. Yes, breaking the dependency can be done. Assuming maintenance still takes place, the cost of delay is a dollar amount ($130k for resurfacing), inconvenience to community (two separate instances of road works), and any delivery related perception/reputation.

We need to chipseal The Parade within this financial year is because the skid resistance of the existing surface is well below the acceptable standard, which is a safety issue. There are set skid resistance intervention levels for road surfaces which determine when roads need to be resurfaced to maintain safety for all road users. The intervention level for this part of the road is 0.35 and the average reading from the 2019 survey is 0.082. The loss of skid resistance means that the ability of vehicles to stop when travelling within the speed limit is greatly reduced. We have deferred the resurfacing for several years and have now reached the limit of what can be done to maintain safety for road users without resurfacing.

Chipseal needs to be laid in warmer weather to reduce the risk of failure. So the Council policy is not to lay chipseal after March. If we laid an asphalt surface, we could delay resurfacing to April but this is estimated to cost an additional $250,000.

QUESTIONS ABOUT INTERSECTIONS:

Do the 30m setbacks include the side roads?

30m setbacks would not be required on the side roads, as there are no cycle lanes.

The 30m parking setbacks at intersections are proposed to be provided at intersection approach legs on The Parade only. The 30m setbacks are proposed for locations where visibility of the cycle facility is obscured by on-street parking (for example, the cycle facility is located between the parking and the footpath). The setbacks improve visibility at intersections between both cyclists and turning drivers.

30m setbacks would not be required on the side roads, as there are no cycle lanes.

Will the intersections still divert cyclists out into the road in order to have priority over turning traffic to go straight through the intersection?

For the Safety Improvements option, a "bent-in" intersection approach is proposed for the intersections. An example of this approach is shown in Figure 2.1. This treatment would provide clarity that cyclists have priority across the side streets. This treatment would also make cyclists more visible to drivers at the intersection and make it easier to anticipate the cyclists' movements.

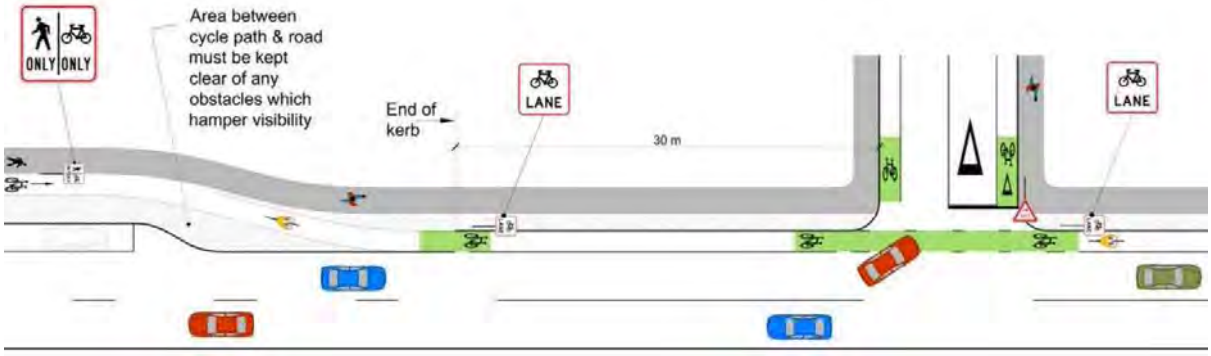

Figure 2.1: Bent-in cycleway layout[1]

For the long-term option, a straight intersection approach is proposed for the intersections. An example of this approach is shown in Figure 2.2. To ensure that cyclists have priority across the intersection, the crossing would be across a raised table which is paired with a zebra crossing for pedestrians. The crossing would be controlled by pedestrian crossing signs and give-way signs. The straight through treatment would provide consistency in the road alignment and, especially when paired with a raised table, would improve the visibility of cyclists.

[1] Waka Kotahi *Technical Note: Separated cycleways at side roads and driveways, TN002*, August 2020

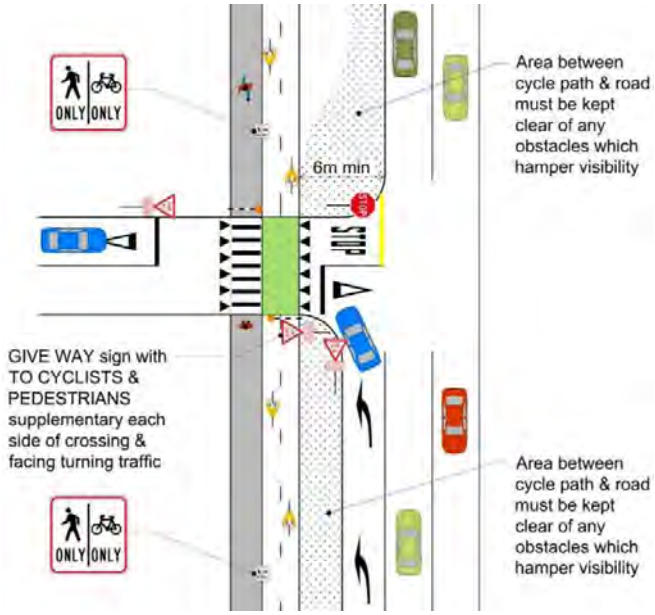

Figure 2.2: Straight cycleway layout[2,3]

Has the proposed rule change by Waka Kotahi to allow pedestrians and cyclists to have priority at side roads been implemented? If not, when will it be implemented?

This rule change is still under consideration, so it has not yet been implemented. Our current understanding is that Waka Kotahi is awaiting the Minister's decision, with Accessible Streets likely to be taken to Cabinet in March 2022, which if adopted could possibly be implemented in late 2022.

For the long-term solution 6-I, raised pedestrian crossings have been paired with the cycle paths across side roads at intersections. This treatment paired with appropriate signage will ensure that both cyclists and pedestrians have priority across side streets. This solution has been used with positive outcomes at several locations in Auckland and Christchurch.

This proposed treatment for side roads for the long-term option will only be strengthened by any changes to the priority rules discussed above.

QUESTIONS ABOUT PARKING:

What are the current setbacks at driveways? The paper implies that they are varied and some are less than the legal requirement of 1m (section 3.2.3 of Tonkin + Taylor's report)

Yes, current driveway setbacks are varied. The NZ Road Code prohibits parking within 1m of a driveway. However, now the Traffic Control Devices Manual permits local authorities to indicate the extent of parking as long as the devices are safe and appropriate in line with the objective of the Rule.

[2] Waka Kotahi *Technical Note: Separated cycleways at side roads and driveways, TN002*, August 2020
[3] The figure details a two-way cycle path, but the treatment is still applicable to a one-way cycle path.

If the legal requirement for setbacks is 1m and Waka Kotahi's recommended setback is 3m (Appendix B) what would the impact on parking reduction be of 2m setbacks? Would 2m setbacks be legal/appropriate?

The Road Code prohibits parking within 1m of a driveway unless there is a traffic control device to indicate otherwise. The 3m setback is technical design guidance from Waka Kotahi for separated cycleways. The following link is to the Waka Kotahi guidance: https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN002-separated-cycleways-guidance-note.pdf

What are the current parking utilisation stats for The Parade by block?

A parking survey was completed on The Parade in July 2017. The survey only covered The Parade from approximately 100m north of Avon Street to approximately 100m south of Mersey Street, including some side streets. The full geographic extent of the survey is shown in Figure 2.3 below.

Figure 2.3: Island Bay 2017 parking survey zones

To date, the parking survey has not been analysed on a block-by-block basis for parking use (noting that the survey only covers two full blocks of The Parade between Avon Street and Mersey Street). However, the parking utilisation has previously been analysed using the survey results. This analysis was included in a T+T design report issued in 2017 (*The Parade – Island Bay Design Option Refinement*, issued September 2017). The parking vacancy rates were assessed based on residential areas and business areas[4]. The results of this analysis are provided in Table 2.3.

Table 2.1: Vacancy rate results from parking survey, July 2017

	Weekday	Weekend

[4] The business areas correlate to zones 2 and 5 (aligned to the town centre and the shops at Mersey Street).

	Business areas	Residential areas	Total	Business areas	Residential areas	Total
Average vacancy rate	48%	37%	41%	45%	47%	46%
Peak vacancy rate	22%	15%	25%	11%	34%	31%

How does parking utilisation correspond to blocks where width is an issue? i.e. are there blocks where parking utilisation is high, but parking needs to be removed to create enough width?

The parking survey done in 2017 was assessed at the beginning of the options analysis and is deemed still relevant. The blocks where there is most parking pressure are the blocks around the town centre and between Humber and Mersey Streets.

Could a block-by-block approach reduce the amount of parking to be removed?

Possibly, this will be looked into as a part of the detailed design for the option chosen to proceed with. In detailed design we will look at localised occupancy to retain as much parking as possible while meeting the safety design guidance.

How many parking spaces are available within 2 mins walk or 200m of The Parade and what is the utilisation? (please provide block-by-block if possible)

Once detailed design has been completed, we will be able to calculate this and report back to this Committee in March 2022.

Has an area-based parking plan as per the Parking Policy been completed? If not, why not? If so, can we see it?

The parking review undertaken in 2017 showed that there is sufficient parking available on The Parade and side road to meet the current demand. If it is shown that the demand exceeds the available parking supply the Parking Policy would lead us to consider implementing a residents parking scheme. At this stage officers do not recommend any further restrictions on parking for either The Parade or its side roads. (There are some minor changes being proposed on Mersey Street to provide parking for the Empire Cinema).

Both options meet the objectives of the Parking Policy. The triggers for developing and implementing area-based parking management plans are based on the following criteria:

- Let's Get Wellington Moving project delivery timeframes
- Wellington City Council Network Connections, Bus Priority and other significant transport projects
- significant public health and safety risks
- technological capability and improvements
- high rates of illegal parking such as overstaying, non-payment and parking on the footpaths.

The Parade upgrade options in this report do not trigger these criteria. The pressure around the cinema is being addressed through a separate Traffic Resolution process. The other pressures will be addressed (if possible) in the detailed design where we will also, in line with the Parking Policy, work to ensure loading and drop off zones are created where necessary as well as accessibility parks.

Can we please see a map of the parking impacts to better understand where the reductions will be most felt?

Concept designs have been prepared for the Safety Improvements Option which indicatively identifies the parking impact locations. Parking impacts of the Long-term Improvements Option will be identified as part of the detailed design.

Is there a typo in paragraph 48 which should say "Benefiting from a new, separated bike lane, the town centre will see the retention of 40 to 45 parking spaces (removal of between 10-15 on street parking spaces)?"

Yes, correct there is a typo. It should say retention of 40-45 parking spaces not a decrease. There are currently 55 on-street parking spaces in the town centre. Upgrading the town centre will result in the removal of around 10 to 15 parking spaces by change the parking from angle parking to parallel parking, leaving around 40 to 45 parking spaces after improvements.

Given that the Parking Policy prioritises bike lanes and MRT above on-street parking are we open to legal challenge if we do not remove the parking required to implement either the short-term or long-term option? To what extent do we need to adhere to guidance (such as the 3m setbacks) in order to avoid being challenged via the Parking Policy?

The NZ Legislation, Land Transport (Road User) Rules, and Wellington Bylaws take precedence over policies and guidelines. Policies and guidelines cannot be contrary to overarching legislation and regulations. Provided there is a rational basis set out for departing with a policy or guidance, there is limited to no scope for legal challenge. If there are any inconsistency between the policy or guidelines, with the legal or regulatory rules, then the legal and regulatory rules take precedence.

QUESTIONS ABOUT THE SHOPPING CENTRE:

How easy would it be to add bike lanes through the shopping centre to the short-term plan and what would be the cost?

Cycle lanes could not be accommodated through the town centre without adjusting some of the existing kerb lines. Options to add cycle lanes through the town centre were explored under the long-term upgrade options in the Tonkin +Taylor report. All of the options would require kerb adjustments, and they would have varying levels of impact on parking supply through the town centre.

Indicative cost estimates were prepared for these options in the Tonkin+Taylor report (latest version issued August 2021). The estimates ranged from $2.4 to $7.9 million, depending on the option selected. These estimates include costs for construction, design fees, MSQA, a 20% allowance for WCC management costs, and allowance for uncertainty. For further details on the options for cycle facilities through the town centre, refer to Section 4 of the Tonkin+Taylor report (business zone long-term options, Option B to Option I).

An additional $2.5M has been allocated for a town centre upgrade for Island Bay and Berhampore in the Long-term Plan (LTP). Our Urban design team is programmed to start this project early in the new year and budget is available (balance of the LTP approved $14M) to progress cycleway

improvements through the town centre as a part of the town centre upgrade project. The town centre upgrade project intends to work with the community to develop a design, and if cycleway improvements are included, they will need to be implemented through a separate traffic resolution process following the design process.

QUESTIONS ON LEGAL CONSIDERATIONS AND RISKS:

Given that the Council submitted to the High Court in 2019 that there were "safety concerns and issues of non-compliance" with the original and current layout of The Parade, what assessment has been made of our legal exposure if only the short-term option is implemented?

Any safety concerns and non-compliance should be resolved with the new design. We intend to carry out a design safety audit and a post-construction safety audit to ensure the issues are resolved.

Provided the RCA is progressing safety improvements, or has a rational basis for not progressing these improvements, there is no direct legal exposure.

Is there a definitive list of the "safety concerns and issues of non-compliance" that were referred to in the High Court that could be cross-referenced to the short and long-term options in terms of being “resolved” or “not-resolved?

It is understood that there was no list of safety concerns, however there is a list of recommendations and issues that arise out of public feed-back, reviews, and safety audits. The two options consider recommendations raised. The Tonkin+Taylor report outlines safety issues is section 2.2.2.1 (page 9).

Even if there is considered to be no legal risk, has there been an assessment of the reputational risk and the potential negative impact on other Council projects of leaving known "safety concerns and issues of non-compliance" unresolved by the short-term option and the possibility that implementation of MRT or the long-term option could take an extended period of time? What plans, if any, are there to mitigate the residual safety concerns and issues of non-compliance over that period of time?

Both of the proposed options resolve the safety concerns and issues of non-compliance. The proposed safety improvements option and long-term design options are based on community feedback and safety audit reports. Addressing these concerns have been the primary design objective. The best way to address reputational risk is to make a decision so the upgrade can proceed.

OTHER QUESTIONS:

Will work on the long-term improvements option delay the other work on the full transitional cycleway network? If so by how much time?

The long-term improvements options is limited to The Parade. This should not cause delay to other transitional cycleway work, but will require more resource from the team delivering the permanent transformational bike network projects and could have a minor impact on contractor resource for the transport programme.

Have Waka Kotahi been asked if the transitional cycleway will qualify as joining the cycleway network to the city? Will this, therefore, qualify us for the co-funding model for Island Bay if this was in place?

The advice previously from Waka Kotahi was that in order to attract co-investment we would need to complete a Business Case with the route to the north to the city and have it submitted for approval. This has not been done so we are not in a position to apply for co-investment for either the safety improvement option or Long-term improvement option. Full funding has been approved in the LTP.

Has side street priority/ parking been incorporated as part of the design?

Not at this stage, the parking analysis undertaken in 2017 showed that there is sufficient parking available on The Parade and side roads to meet demand. If it is shown that the demand exceeds the available parking supply the parking policy would lead us to consider implementing a residents parking scheme. At this stage officers do not recommend any further restrictions on parking for either The Parade or its side roads based on occupancy. (There are some minor changes being proposed on Mersey Street to provide parking for the Empire Cinema).

What is the timeline to put the transitional cycleway through to the ?

We are developing a transitional project to be installed early-mid 2022 from Waitangi Park to Newtown. Officers are working with LGWM to understand which team should advance a transitional cycleway between Newtown and Island Bay, this may be able to be implemented early 2023 ahead of any MRT changes.

We note the Tonkin + Taylor preferred design- to confirm this recommendation was made before the LGWM announcement confirming MRT to the South?

This is correct.

What would the expected lifespan in years be for the improved infrastructure version? ie when would we need to re-do it after wear and tear etc?

Both options have relatively long lifespans. The Long-term option proposed a separate cycleway raised from the road, this would be constructed from new concreate kerbs and a new stormwater system with new sumps and leads, each of which have a 70-100 year life.

What would it cost to do the Rongotai road cycle lane version for Island Bay? Or what option is closest to this?

This is allowed for in the budget for the Safety Improvements Option.

What data - information do we have on the way the Parade is currently used for Parking on the residential strip. How many houses have drive-on access, garages, etc? How many work vehicles are parked on the Parade at any one time. Have we approached each household to discuss the changes and how this would work for them? Is there an opportunity to do that?

A parking occupancy study was undertaken in 2017. There has not been any detailed analysis as described above.

Paragraph 30 – are the kerb separators planned to be rubber or concrete platforms?

This detail is yet to be resolved though the design and review process. Both options are possible each option has pros and cons. This detail will be reported back to Committee in March 2022 if the option to proceed with the Safety improvements option is chosen.

Paragraph 45 – can we have more details about what the "minor safety changes" would be for the remarking after resealing under this option? Is a traffic resolution process needed?

Lane width improvements for traffic and bike lanes, consistent bike lane marking, individual parking bays will not be marked. Traffic resolutions are required for road markings with legal implications such as no stopping lines (broken yellow lines) and parking spaces with parking restrictions (such as time limits).

Page 70 table 4.12 – Combo 2-D includes both cycle lanes through town centre and intersection/bus stop improvements but the estimated benefits are the same as for combo 1-D. Are there no expected additional benefits from intersection/bus stop improvements?

The analysis to calculate benefits was undertaken at a high level and doesn't analyses safety benefits to this degree.

What would the implications be of making a decision on Wednesday only about minor safety improvements for the section that must be resealed in March 2022 and delaying decisions about other parts of The Parade?

We are considering the best holistic upgrade option for The Parade. If minor safety improvements are first carried out to the section of The Parade that must be resealed, we still need to decide on which Improvements Option to proceed with.

Are there stats of cyclist numbers available broken into time of day - both before and after the current configuration was installed?

Surveys to measure the number of cyclists have not been carried out prior to the current configuration. As of October 2021, bike counters on Adelaide Road (just north of Wakefield Park) shows 9,967 bikes travelling in both directions of the road, with a week day average of 348 bikes and a weekend day average of 191 bikes. Peak times of the week day are between 6am to 9am (approximately 20 to 60 bikes per hour), and from 4pm to 6pm (approximately 20 to 40 bikes per hour), while weekends show relatively consistent usage between 9am to 4pm (approximately 15 to 20 bikes per hour).

Could a clear way operate at peak times (like Thorndon Quay did) along the route and ideally through to the Basin (and the reverse for the evening peak) and meet requisite NZTA standards?

A clearway is not practical or feasible for The Parade.

What are the crash statistics before and after the installation of the current configuration?

Since the completion of the cycleway, there has been an increase in the number of reported crashes involving cyclists. As of February 2021, a total of nine crashes involving cyclists were reported,

compared to no reported cyclist crashes for the five years before construction, and two reported cyclist crashes in the period 5 to 10 years before construction.

This is discussed in the Tonkin & Taylor report from page 9, 2.2.2.2 Crash Records, and on page 10, Table 2.2 Crash Records on The Parade as shown below

Table 2.2: Crash records on The Parade

Date range	Description	Traffic volumes (veh/day)[1]	Cyclist volumes (cyclists/ day)[2]	Total crashes[3]				
				Severity				Total
				Fatal	Serious	Minor	Non-injury	
1 September 2005 to 31 August 2010	5-10 years before construction	11,234	Unknown	0	4	13 (1)	31 (1)	48 (2)
1 September 2010 to 31 August 2015	0-5 years before construction	10,425	Unknown	0	1	4	16	21
1 September 2015 to 29 February 2016	Construction period	10,811	Unknown	0	0	2 (1)	0	2 (1)
1 March 2016 to 1 February 2021[4]	Post-construction (approx. 5 years)	11,219	380–450	0	4 (2)	13 (5)	27 (2)	44 (9)

1 – Weekday average daily traffic volumes, recorded on The Parade between Dee Street and Tamar Street.

2 – Weekday average daily cyclist volumes, recorded on Adelaide Road at Wakefield Park, just north of the roundabout at Dee Street/The Parade. This is the closest cycle counter location and, given its proximity to The Parade, it's assumed that cycle volumes here are representative of cycle volumes on The Parade between Dee Street and Tamar Street.

3 – The numbers in parenthesis represent the number of crashes that involved cyclists.

4 – The processing times for crashes to be recorded in CAS are 1 working day for injury crashes and up to 5 months for non-injury crashes. The CAS search for this report was undertaken on 1 February 2021. Therefore, the number of crashes recorded for the period of 1 March 2016 to 1 February 2021 may be underreported.

Is there some literature explaining why the current formation has the lane between the footpath and car park? Is this really safer?

This was explored extensively though the "Love the Bay" process, the agreed outcome was to install a kerbside separated cycleway because it was considered safer than the alternative.

What was the configuration before the current configuration?

South of the Town Centre there was a mid-block painted cycle lane adjacent to the traffic lane and no provision through the intersections. North of the Town Centre there was nothing for people on bikes.

How much has been spent to date on the changing the prior configuration?

The capital cost of the current scheme was $1.7M

Please confirm - the scheduled re-sealing will erase all road paint so that will need to be painted back and could be as it is or as it was?

The scheduled resealing will not include the area used for the cycle lane, only the parking and traffic lanes, in order to return to the pre 2014 scheme kerb adjustments will be required at bus stops and pedestrian crossings to accommodate a traffic side cycle lane.

Are there any structural changes that were made to support the current configuration?

Significant work was undertaken at each intersection to accommodate bike lanes and turning lanes. Bus stops were reconfigured to provide "bus Stop Bypasses". Kerb adjustments were also undertaken.

Why does the report refer to "outcomes of the workshop" in para 5 and a "direction" given to officers after the workshop when these are not decisions? Who determined what the outcomes of the workshop were and who gave the direction referred to?

The purpose of the workshop was to brief councillors on the range of options. As a result of the workshop, subsequent LTP deliberations where up to $14M was assigned and officers were asked to return with design options and costings and standard project management processes, the manager accountable asked the project team to proceed with the two options presented in this report.

Did officers consider the Parking Policy when writing this paper? If so, how? If not, why not?

The principles of the Parking Policy have been applied, officers believe based on the Parking analysis undertaken in 2017 that the demand for parking can be adequality provided for on The Parade and adjoining streets.

Why isn't there any parking mitigation considered?

Officers believe based on the Parking analysis undertaken in 2017 that the demand for parking can be adequality provided for on The Parade and adjoining streets.

Why has no local area parking plan been undertaken or referred to?

Officers believe based on the Parking analysis undertaken in 2017 that the demand for parking can be adequality provided for on The Parade and adjoining streets.

How confident are officers on the costings for both options given the problems with this in the past?

Safety Improvements Option 3.2.4

The quantities and cost estimates used are based on high-level concept designs. The cost ranges represent low and high indicative cost estimates, with uncertainties factored in as a percentage. The estimates are based on 2020/2021 rates and do not factor any potential cost escalation.

Long-term Improvements Option Cost Estimates 4.3.3

The quantities and cost estimates used are based on high-level concept designs. The cost ranges represent low and high indicative cost estimates, with uncertainties factored in as a percentage. Construction rates are based on cost estimates by BondCM in 2018 and are reflective of present-day values. However, the rates do not factor any potential cost escalation.

Is the Tonkin Taylor claim about 1m setbacks on page 21 consistent with the legal advice the Council has?

The Road Code prohibits parking within 1m of a driveway unless there is a traffic control device to indicate otherwise. The current marking is a traffic control device we as Road Controlling Authority have approved and therefore currently legal.

I am interested in the use of vertical posts rather than a 3m set back from driveways, can I get some advice from officers about the view on this?

The 3m setbacks which are recommended in best practice guidance provide sightlines, time and space for a motorist turning into a driveway to see and react to a cyclist travelling in the protected cycleway. A hit post would not assist in addressing the visibility concerns.

Tonkin + Taylor seem to be saying the posts are mainly a problem for parking but if this meant parking was retained, is it worth it? What else am I missing?

This is talking about the separators that are to be used where parking is permitted, low level rounded separators such as Brooklyn Road allow drivers to park up against an edge but may cause tripping issues while vertical posts are not as good for parking. Concrete separators are proposed where possible in the safety improvements option which can act as a buffer between the parked car and cycleway, can be stood on and children, bags etc can be placed on while unloading.

Can you please identify on a map which actual parks will be gone on both options?

Detailed design plans are to be developed when we have clear direction of what option the Council chooses to progress with.

As I understand it, the resealing of The Parade is essential and must be completed in March 2022. It cannot be put off. This resealing has been needed for several years, but was put off because of concerns that there were no clear plans about the permanent way forward on The Parade. This section of road has now been patched several times to extend its life as long as possible. It must be resealed in March.

Correct.

Given that resealing must take place in March, there are two things we can choose to do regarding the resealed section.

1. We can do nothing and have them repaint the markings as they currently are. Although the T&T report indicates some of those may be unlawful
2. We can repaint the markings in a new way to incorporate some minor safety improvements. Those two choices about what to do in March 2022 do not change regardless of what our preferences might be for a longer term upgrade of The Parade.

The current markings are not unlawful, they just don't follow current guidance, we would have to make some minor changes even under a "do nothing" scenario. (we draw parking boxes not individual spaces and pull the end of those boxes back at least 1 meter from driveways) Point 2 is correct.

The timelines for getting this resealing work done with new markings is very tight. We need a traffic resolution process before the resealing work. Basically, my understanding is that there is no room for delay on this part of the decision and therefore on Wednesday we HAVE to decide what we are going to do about the section that needs to be resealed in March. At this stage my reading of the paper is that staff recommend undertaking a traffic resolution process to provide minor safety improvements under both the $2m-$3m option and the up to $14m option.

Recommended – a later decisions puts development of traffic resolution material at risk of not being able to be achieved. For the long-term option we would just reseal and then come back with Traffic Resolutions mid-2022.

I guess there might be some flexibility around timing of minor safety improvements vs transformational improvements on other parts of The Parade that don't require resealing.

Correct.

However, given the way our contracts work we may have trouble getting a crew back to The Parade to do further safety improvements if they don't happen in March.

We would need to use asphalt post march, which would increase the cost by an estimated $250k.

Again, only officers can advise us on the potential implications of delay on the ability of our contractors to deliver the work. It may also work out being more expensive if we can't get all the works done together in March/April?

Not significantly, but is more resource required.

Can you outline the safety risk from not re sealing?

The reason that we need to chipseal The Parade within this financial year is because the skid resistance of the existing surface is now below the acceptable standard resulting in an extremely unsafe situation. There are set skid resistance intervention levels for road surfaces which determine when roads need to be resurfaced to maintain safety for all road users. The skid resistance readings on The Parade are now well below the recommended intervention level. The intervention level for this part of the road is 0.35 and the average reading from the 2019 survey is 0.082. The loss of skid resistance means that the ability of vehicles to stop when travelling within the speed limit is greatly reduced. We have deferred the resurfacing for several years and have now reached the limit of what can be done to maintain safety for road users without resurfacing. The nature of chipseal means that to reduce the risk of failure, it needs to be laid in warmer weather. As such, the Council policy is to not lay any chipseal after March – this is the last window for chipseal in the year. If we lay an asphalt surface, we could push the resurfacing out into April but this would come at an estimated additional $250,000.

Also, in terms of timeframes, what makes officers sure it's urgent now as opposed to in three months' time or a year more?

The reseal has already been delayed awaiting this decision. We have been patching this road for a number of years and this is no longer a viable option.

I am looking at proposing a way forward which involves establishing a group based on a mini 'Love the Bay' approach called something like the Island Bay Cycleway Implementation Group which is made up of residents, business and Council representatives (including specialist engineers) to try and work out a way forward.

We are going to be working with the community as part of the design process for the town centre upgrade, but still need a decision on if it is the long-term option you would like us to proceed with or if we should proceed with the safety improvements options due to LGWM announcements. There are not many viable options (outside of the town centre) without relitigating the design and therefore a number of previous decisions. A clear decision on which option we should proceed with needs to be made now to move this forward.

The WCC Parking policy requires a parking management plan when parking is displaced, why isn't there a Parking Management Plan?

The parking review undertaken in 2017 showed that there is sufficient parking available on The Parade and side road to meet the current demand. If it is shown that the demand exceeds the available parking supply the parking policy would lead us to consider implementing a residents parking scheme. At this stage officers do not recommend any further restrictions on parking for either The Parade or its side roads. (There are some minor changes being proposed on Mersey Street to provide parking for the Empire Cinema).

Do the raised platforms offer increased benefits for pedestrians as well as cyclists? And would most of them remain once mass transit arrives down The Parade?

Raised platforms provide increased safety benefits as they encourage lower vehicle speeds. Pedestrians and cyclist who use the raised platform also have the advantage of being at footpath level rather than at road level making vulnerable road users more visible to vehicles, and vice-versa.

Why is there such a range of residential parking removal (71-101), and whether it is possible for officers to design for the lower end of the range rather than the upper?

As improvements proposals are still in the concept stage, the impact of parking is an estimate. With a preferred improvements option moving forward and commencing of the detailed design, the parking impact can be more accurately determined. Minimising the removal of parking spaces is certainly a consideration when implementing improvements.

Some of the parking figures appear to be inconsistent, for example elsewhere it is said there will be the retention of 60-80 residential parking spaces, is there any further staff advice on this?

We are comfortable that the table in the attachment reflects the ranges in parking being considered for each of the options. Currently, parking spaces on The Parade are marked individually. Parking improvements proposed will have unmarked parking spaces. Once the unmarked parking spaces are implemented, there will capacity for approximately 60 to 80 vehicles. As the parking spaces are unmarked, the number of vehicles is approximate.

What will the bus stop treatments be in the $14 million dollar option?

This is still to be resolved in the detailed design but will be consistent with best practice design.

Do we have useful feedback from people as to what works well with what we've already tried, eg up Brooklyn hill? I know the bus bypasses we put in Island Bay are/were controversial.

National design practice is being updated with new layouts signs and delineation. This guidance has been amended since the 2014 Island Bay scheme was installed.

Will we have mountable kerbs? Or would the raised cycleway go up and down with each driveway crossing?

We do not expect that the cycleway will go up and down but this detail is to be resolved during detailed design.

2.2 Fossil Fuel Free Central City

Officers Recommendations - How is the additional work to be funded? You state in clause 41 "initiatives already covered in existing budgets" - which budgets are these and what is the approximate cost?

The additional investigations will be covered by existing resources – no additional expenditure is proposed as part of this paper coming back to Council. The key budgets are:

- Traffic circulation and low traffic interventions: WCC to explore with LGWM
- Parklet Guidelines: Internal resources
- Bike libraries and e-bike schemes: Cycleways funding

Low traffic streets outside LGWM scope: The paper proposes that we will investigate opportunities within current projects and budgets. This could be opportunities which arise as build back better opportunities through our maintenance and renewals budgets, laneways or as a transitional cycleways projects for example Dixon St.

Clauses 8, 11 & 12 - What is the cost and timeline to develop a "low circulation traffic plan". How and when will it be "adopted"? Is that not a bit presumptuous in terms of the outcome of a decision?

This was a pre-feasibility study stage report. No costs have been estimated nor timelines established and the recommendation is to work with LGWM to further investigate how a traffic circulation plan could assist the programme. That decision sits with Councillors so we haven't presumed any particular outcome.

Clauses 8 & 58 - What value will the "low circulation traffic plan" actually add? How will it help towards a low carbon future over and above existing initiatives?

The Traffic Circulation Plan / Low Traffic Interventions support the objectives of Let's Get Wellington Moving and Council by supporting mode shift and thereby reducing carbon emissions. Some cities that have implemented it – as shown in case studies – have seen reductions in private car use as large as 20%+ in as little time as a couple of years. This is the crux of the value when looking at it through a Fossil Fuel Free lens, but there are many more benefits including urban prosperity enhancement for businesses, liveability enhancement as space is reclaimed, and more.

Clause 10 – are you saying that a fossil fuel central city by 2025 is not achievable?

A low traffic CBD by 2025 is theoretically achievable but would be highly disruptive. This paper's approach would deliver the same outcomes by 2031, with less disruption, and align it well with the construction phases of Let's Get Wellington Moving and the Bus Electrification Programme at Greater Wellington.

Clause 14 - When this report was requested, officers advised that this report could be taken by existing Council resources - why then was an external report commissioned?

Officers always planned to use existing resources and budgets to respond to the notice of motion.

Clause 15 - What was the cost of the independent reports provided as part of this paper, and how was this funded?

The Gehl research appended to this paper including case studies in the areas of Mobility, Placemaking, Prosperity and Equity cost circa $25,000 NZD. The traffic circulation plan pre-feasibility study cost circa $100,000 NZD. This was funded through the transport strategy consultancy budget.

Clause 15b - Why is there reference to a commissioned Gehl report, but that report has still to be released yet has been referenced in this paper and the papers brought before Council two weeks ago in respect of the Golden Mile Single Stage Business Case through Let's Get Wellington Moving. Please provide a copy.

The report in question is a report commissioned by Let's Get Wellington Moving. It will be publicly released alongside an accompanying explanation about how key recommendations are or will be addressed by LGWM and/or partners. LGWM will liaise with WCC to ensure a copy of the report and commentary on recommendations is provided prior to public release. Attachment 2, however, provides value in perspective related to the specific proposals in this paper.

Clause 19 - Why is there no specific mention of current public transport (PT) and how this supports delivering a net zero carbon city?

There is no specific mention of the existing PT provisions because the 'what' recommended is change on top of the current state to achieve a "fossil fuel free Central City" by 2031. The report highlights the three programmes that officers consider likely to deliver the most change needed to reach our goals of a 57% reduction in carbon emitted by 2030 and more beyond.

Why is there no mention around the current public transport (bus) service issues resulting in fewer people willing and able to catch the bus - such as permanently cancelled services, unreliability of service, reduced frequency etc?

These topics are clearly influential towards the decision of our residents to take public transport but the blend of the driver shortage, and operational challenges represent a short-term problem being addressed by our partners at Greater Wellington. It is useful to note that Wellington continues to have one the strongest recovery in public transport patronage across all other regions in the country as we continue to navigate COVID-19, that the cancellations on the bus network are – as a result of the action that Greater Wellington took – at or below historic averages and that the issues associated with driver shortages are not unique to Wellington – Auckland is experiencing significant driver shortages as well. The driver shortage issue is multi-faceted and is also particularly related to housing unaffordability, cost of living and the ongoing border closures. We can support Greater Wellington through meaningful street changes to prioritise active and public transport.

What is the broader organisational impact if this work proceeds? i.e. risk in not meeting other organisational priorities.

As the intent is to integrate the findings of this report into our own existing programme and LGWM if it works for our partners, the impact on other organisational priorities in terms of delivery is low – similar work would have to occur, but this coordinates in a logical way and leaves it in place for the long term. As a result, we do not see this work posing a risk to the Council's work programme – far from it, it will complement the programme of work.

Have we floated the Low Traffic circulation plan with LGWM team?

Yes, discussions have been held with Let's Get Wellington Moving on development of a traffic circulation plan and how it could assist the programme in achieving its vision and objectives. We are continuing these discussions as they are interested in exploring this further, to integrate into the City Street work streams.

Is this something they'd be able to incorporate or is the scope more within our remit- working alongside the project?

The scope of the FFFCC is broader than LGWM's current scope. However components of the scope could be integrated within the City Streets work stream and the scope outside this delivered by the Council.

What are the parklet guidelines aiming to achieve for hospitality/retail? Would there be any planned incentives for businesses on this?

Parklets were trialled as part of the innovating streets programme and allows businesses or other groups to repurpose parking spaces to other functions. Many central city businesses were interested in our trial and there was a waiting list. Parklets allows for example for more outdoor dining space while ensuring that our footpaths do not get cluttered, or accessibility is impaired. Especially in the context of Covid-19 parklets have been used around the world to support businesses and allow for more outdoor serving space which many people are more comfortable to use. The parklets guidelines being developed aim to make this process easier for applicants and take a one stop shop approach.