

7 February 2024

File Reference: IRC-5817

Mike

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Tēnā koe Mike

Thank you for your email dated 18 December 2023, to Wellington City Council (the Council), requesting information regarding road maintenance and the Newtown to City bike lanes under the Local government Official Information and Meetings Act 1987 (LGOIMA). Please find my response below.

- 1. Some of our main arterial routes in the city are showing signs of wear and lack of maintenance. I would like to know the WCC's schedule for resealing the following roads which are a patchwork of repairs, old painted over road markings and very uneven surfaces:*

I can confirm that there are plans for resurfacing and/or pre-sealing to be validated* for the 2024/25 financial year (beginning 1 July 2024).

* In this circumstance, validation is the inspection by a qualified person (such as a roading engineer) and selection/confirmation for the future.

- a. Willis Street from the bypass to Boulcott Street.*

Sections between Bypass and Ghuznee Street are now on hold due to a building construction. This section will be validated in the next financial year when the building is completed. Sections between Ghuznee Street and Boulcott Street is on this year's programme for resurfacing.

- b. Taranaki Street – all*

Taranaki Street was deferred due to the Wellington Water drainage trenching works. Some of the more damaged areas such as the Ghuznee Street intersection are scheduled for minor maintenance this year.

- c. Vivian Street – all*

Vivian Street is maintained by Waka Kotahi | New Zealand Transport Authority and therefore we are unable to comment on any future plans for improvements.

- d. The footpaths along Cuba Street, specifically from Ghuznee Street to Vivian St.*

A footpath review for Cuba Street was completed by consultants in November 2023. Reports advised that the footpaths are all in average to excellent condition, except for a small 20 metre section classed as poor near Vivian Street. Any sites that gave cause for concern will be double checked when we begin works in the area.

2. *In addition, I would like to know if the council has done any traffic impact analysis on the traffic flows along Kent and Cambridge Terrace since the poorly designed bike lanes have been introduced. Traffic congestion is worse, especially for those turning left onto Majoribanks Street from Kent Terrace. Please send me data from before/after the bike lanes were put in place.*

Prior to the installation of the Newtown to City bike and bus improvements, traffic modelling was done to evaluate the effects of the road layout changes at several key intersections. A copy of these results is being released to you in full.

Post installation we have been monitoring the congestion, and as expected, queue times have gotten longer. In response to this, the traffic signal phasing at the Kent Terrace and Majoribanks Street intersection was altered and this has made a positive impact on queue times. We are still monitoring the effects of these changes, but we have seen a significant decrease in queue duration, however we are aware that the queues are still longer than they were before installation.

The Council are currently planning some further tweaks that are expected to decrease queues further in the coming month and larger intersection changes will be made as part of the Golden Mile project that will begin this year.

3. *Also, are the cheap looking 'parks' now blocking the turn roads between Kent and Cambridge permanent fixtures?*

The U-turn areas between Kent Terrace and Cambridge Street have been closed to general traffic to improve safety along the route by reducing the risk of vehicles crossing a two-way cycleway. We have made some changes to the Elizabeth Street intersection to reduce the delay to vehicles at this site. There are currently no plans to re-open the U-turn spaces to general traffic, however some amendments made to the aesthetic of the spaces.

I trust this response is of assistance to you. If you require further information, please contact assurance@wcc.govt.nz.

Nāku noa, nā



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