

**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9.30am  
**Date:** Thursday, 12 April 2018  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Fitzsimons  
Councillor Foster  
Councillor Free  
Councillor Gilberd  
Councillor Lee  
Councillor Marsh  
Councillor Pannett (Chair)  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**NON-VOTING MEMBERS**

Te Rūnanga o Toa Rangatira Incorporated  
Port Nicholson Block Settlement Trust

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## **AREA OF FOCUS**

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

**Quorum:** 8 members

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**12 APRIL 2018**

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## **1 Meeting Conduct**

### **1.1 Mihi**

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

#### ***Taiō Pōneke<sup>†</sup> – City Strategy Committee***

##### **Te wero**

Toitū te marae a Tāne  
Toitū te marae a Tangaroa  
Toitū te iwi  
Taiō Pōneke – kia kakama, kia māia!  
Ngāi Tātou o Pōneke, me noho ngātahi  
Whāia te aratika

##### **Our challenge**

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.  
City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!  
People of Wellington, together we decide our way forward.

### **1.2 Apologies**

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.3 Conflict of Interest Declarations**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### **1.4 Confirmation of Minutes**

The minutes of the meeting held on 5 April 2018 will be put to the City Strategy Committee for confirmation.

### **1.5 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

### **1.6 Items not on the Agenda**

The Chairperson will give notice of items not on the agenda as follows:

#### ***Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.***

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

#### ***Minor Matters relating to the General Business of the City Strategy Committee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

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<sup>†</sup> The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.



## 2. Operational

### ORAL HEARINGS FOR CYCLEWAY PROJECTS (ORIENTAL BAY, EVANS BAY PARADE (BETWEEN SH1 - RONGOTAI ROAD), THORNDON QUAY)

#### Purpose

To provide a copy of the submissions and a schedule of the submitters who are making an oral submission on the cycleway projects.

#### Summary

1. Public consultation was undertaken on the final option of the Oriental Bay Cycleway, Evans Bay Parade Cycleway (between SH1 and Rongotai Road) and Thorndon Quay Cycleway for the traffic resolutions advertised for four weeks which closed at 5pm, Monday 19th March 2018.

#### Recommendation/s

That the City Strategy Committee:

1. Hear the oral submissions and thank all submitters. Consider the oral submissions for the committee meeting on the 19<sup>th</sup> April 2018.

#### Background

2. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
3. The consultation for the Oriental Bay Cycleway, Evans Bay Parade Cycleway (between SH1 and Rongotai Road) and Thorndon Quay followed a comprehensive community process to come to the final options.

#### Next Actions

4. Following the oral hearings, officers will report to the Committee on the 19<sup>th</sup> April 2018.

#### Attachments

Attachment 1. Written submissions from the oral submitters only [↓](#)

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Authors	Daniel Cairncross, Principal Transport Engineer Paul Barker, Planning Manager, Network Improvement
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Comprehensive consultation has been undertaken for this project as outlined in the Design report.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper, however Mana Whenua have been extensively involved in the development of the detailed plans. A cultural impact assessment will form part of the resource consent application for work within the coastal marine area.

### **Financial implications**

There are no financial implications of hearing the oral submissions

### **Policy and legislative implications**

This is consistent with the Cycling Policy

### **Risks / legal**

Not applicable

### **Climate Change impact and considerations**

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change. The improvements identified also enable consideration of improved sea level and storm related resilience.

### **Communications Plan**

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

### **Health and Safety Impact considered**

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.





**February Traffic Resolutions Oral submissions**  
**12th April 2018**

Name	On behalf of:	Suburb	Submission(s)
Andy Thomson	Oriental Bay Residents Assoc.		Oriental Bay
Benjamin Burkhart		Newlands	Thorndon Quay
Carl Wharehinga	As an individual	Johnsonville	Thorndon Quay
Don McKay	As an individual	Oriental Bay	Oriental Bay
Emma Sutherland	As an individual	Newtown	Thorndon Quay
Emma Sutherland	Wellington Dance & Performing Arts Academy	Newtown	Thorndon Quay
Helen Wharehinga	As an individual	Johnsonville	Thorndon Quay
Kate Whitwell	As an individual	Ngaio	Thorndon Quay
Lisa Julian	As an individual	Ngaio	Thorndon Quay
Rex Nicholls	As an individual	Oriental Bay	Oriental Bay
Ron Bernink	As an individual	Other	Thorndon Quay
	Cycle Aware Wellington	Other	Thorndon Quay

Oriental Bay consultation  
Submission

21

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Thomson, President Oriental Bay Residents Association	Not answered	Oriental Bay Residents Association	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?  
**Not answered**

Comments:

This submission from the committee of OBRA is the result of a process over more than a year, during which OBRA (together with various other members of the Oriental Bay community) have committed substantial resource and time at many stages of such process. This has included attendance at Council workshops, other meetings with Councillors and officers, submissions, correspondence etc. During the process, Rex Nicholls called a meeting which was well attended, including by a large number of those who reside adjacent to that part of Oriental Parade directly affected. Because OBRA had a common purpose with those people who attended Rex Nicholls' meeting, we have now co-ordinated our efforts. OBRA has been consulted and made various inputs to the attached submission, dated 14 March 2018 which OBRA endorses and supports. Accordingly, the attached submission put forward by Rex Nicholls, has also been adopted as OBRA's submission. While it is accepted that Council has the prerogative (subject to the controls of relevant legislation) to make policy initiatives, it is necessary to note that the original and early iterations of Council's proposed plan reflected a lack of consideration for the traffic volumes and complex mix of uses of Oriental Parade, which are a present reality. At times, the focus seemed exclusively on cycling. OBRA does support the need for improved safety for cyclists, but our position has always been that any proposal should take account of and be fair balanced and safe, for all users. Importantly, by 'users' we do not just mean residents, but the wider community of multiple non-resident users in different forms. The attached submission sets out the further changes required. We have communicated at various times with our local community through our newsletter, bulk emails and meetings. Also, information has been put up on our website [orientalbay.org.nz](http://orientalbay.org.nz). Therefore, the process of communication and feedback, both with our local Oriental Bay community and with the wider community of Oriental Bay users, has been comprehensive. A link to the current Council plan together with the submission has been on our website. All feedback and comments have been in support of the changes suggested by this submission, or in support but with additional changes (some of which have been incorporated), or seeking continuation of the status quo. There have been no comments or feedback approving the current Council plan proposal and its implementation as is. Accordingly, we request that the submission's recommendations be acted upon. available to discuss with the Council at its convenience. Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its (Original Proposal to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included. We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us. The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool. The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our

Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are: 1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right. 2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of **Te Ora Māori** at least newer apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide. To overcome these problems we recommend the following compromise: 3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass. 4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work. 5. Add 200mm to each traffic lane, improving their safety a little. 6. Add 500mm to the central median, making right turning a much safer operation. 7. Extend the pedestrian crossings over the cycle lanes. 8. Retain the current paraplegic carparks. Below are the recommendations from the public meeting which still need to be addressed: a. use CCTV to police cycles, crocodile bikes, and skateboards b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1. f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles. g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

**Not answered**

Comments:

**Not answered**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Not answered**

Comments:

**Not answered**

Other comments

Are there any other comments you would like to make about the proposed changes to Oriental Bay?

Comments:

**Not answered**

Please refer to the attached document on the following page(s) to support this submission.

## **Oriental Bay Residents Association**

### **Submission to Wellington City Council The revised proposal for a cycleway between Herd Street and Freyberg Pool, Oriental Bay**

This submission from the committee of OBRA is the result of a process over more than a year, during which OBRA (together with various other members of the Oriental Bay community) have committed substantial resource and time at many stages of such process. This has included attendance at Council workshops, other meetings with Councillors and officers, submissions, correspondence etc. During the process, Rex Nicholls called a meeting which was well attended, including by a large number of those who reside adjacent to that part of Oriental Parade directly affected.

Because OBRA had a common purpose with those people who attended Rex Nicholls' meeting, we have now co-ordinated our efforts. OBRA has been consulted and made various inputs to the attached submission, dated 14 March 2018 which OBRA endorses and supports. Accordingly, the attached submission put forward by Rex Nicholls, has also been adopted as OBRA's submission.

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We have communicated at various times with our local community through our newsletter, bulk emails and meetings. Also, information has been put up on our website [orientalbay.org.nz](http://orientalbay.org.nz). Therefore, the process of communication and feedback, both with our local Oriental Bay community and with the wider community of Oriental Bay users, has been comprehensive. A link to the current Council plan together with the submission has been on our website. All feedback and comments have been in support of the changes suggested by this submission, or in support but with additional changes (some of which have been incorporated), or seeking continuation of the status quo. There have been no comments or feedback approving the current Council plan proposal and its implementation as is.

Accordingly, we request that the submission's recommendations be acted upon. We are available to discuss with the Council at its convenience.

Andy Thomson, President  
Oriental Bay Residents Association  
16 March 2018

18 Hay Street  
Oriental Bay, Wellington 6011

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**Rex Nicholls**5B/172 Oriental P'de  
Wellington 6011,NZ  
Phone 04 3857912  
Cell 029 3857912  
rex@nicholls.nz

14 March 2018

**SUBMISSION TO WCC  
ORIENTAL PARADE HERD ST TO FREYBERG  
ROADING LAYOUT PROPOSAL**

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its 'Original Proposal' to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included.

We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us.

The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool.

The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are:

1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right.
2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of –at least newer-

2

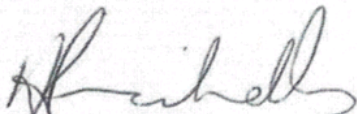
apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide.

To overcome these problems we recommend the following compromise:

3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass.
4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work.
5. Add 200mm to each traffic lane, improving their safety a little.
6. Add 500mm to the central median, making right turning a much safer operation.
7. Extend the pedestrian crossings over the cycle lanes.
8. Retain the current paraplegic carparks.

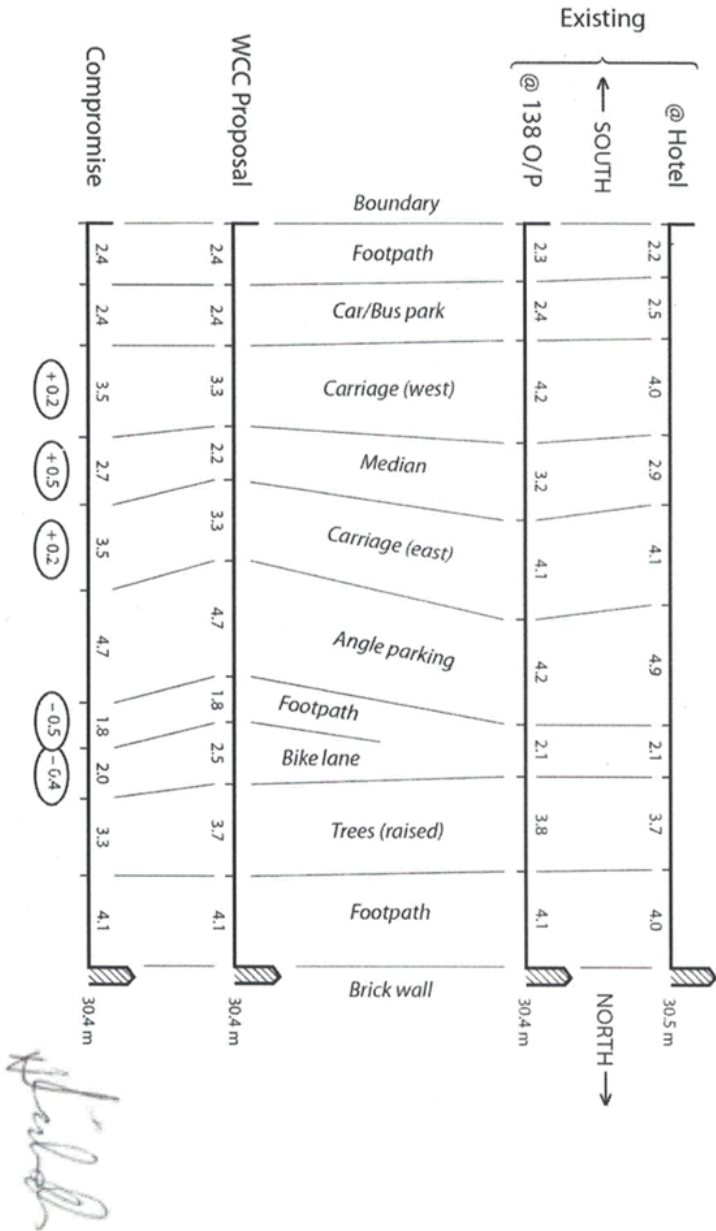
Below are the recommendations from the public meeting which still need to be addressed:

- a. use CCTV to police cycles, crocodile bikes, and skateboards
- b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age
- c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space
- d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham
- e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1.
- f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles.
- g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!



**ORIENTAL PARADE — Herd St/Freyberg**  
**Existing and Proposed layouts**

27.2.18





Thorndon Quay consultation  
Submission

47

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Benjamin Burkhart	Newlands	Not answered	Not applicable

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**No**

Comments:

Road side cycle lanes are known to be unsafe. Every car parking here results in two crossings of the cycle lane, as does every bus that stops. Bus drivers here are known to breach the road code and ride anywhere that looks available, including cycle lanes. This will not change. People will double park, "wait" for car parks, and drive their motor scooters on the cycle lane. This is all extremely unsafe and will continue with the proposed changes.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Not important**

Comments:

This has nothing to do with a network. It's an isolated measure. It is also detrimental because it suggests that Something Has Been Done when no discernible improvement to safety will have been made. As such I prefer to leave the road as it is, so that real improvements can be made in the future.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

You are suggesting that this is an "interim solution" until "it is clearer how the transport corridor between Kaiwharawhara and the city may change". You know fully well that this will be Final and Done because Green Paint Has Been Laid. You also know that the transport corridor options are clear and point towards Thorndon Quay as opposed to Aotea Quay. What gets me too is the child on your illustration -- you're attempting to fool us into believing that this is child safe, when it keeps Thorndon Quay extremely unsafe, and you know it. The solution of course is a kerb side cycle path, on the left side of the parked cars.

Thorndon Quay consultation  
Submission

63

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carl Wharehinga	Johnsonville	As an individual	Not applicable

## Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**No**

## Comments:

Ive cycled that road most weekdays for past 5 years, and never had issues in that particular section of the road. In the morning people are entering parks, not blindly leaving and on the way out of town in the late afternoon the other side of road (firestation side) is very safe for sensible cyclists... the part that gets dodgy is between Davis street and tinakori entrance. A lot of people use these all day parks after school dropoffs as his is the only all day parking really available to people at that time of the morning and

## Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Low importance**

## Comments:

**This particular part of that stretch of road is a lot safer than the section between davis and tinakori road. fix the part between davis street and tinakori road first thats where I have seen the most problems and had a lot of close calls.**

## Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

## Comments:

**Not answered**

Oriental Bay consultation  
Submission

64

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don MacKay	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

**Yes, but with changes**

Comments:

**Separate lanes for cyclists and pedestrians are the only way of ensuring pedestrian safety and security. The cycle lane will need to have a speed restriction, actually enforced by the Council, to avoid pedestrian casualties. This needs to be part of a bigger plan to manage cyclist/pedestrian interaction in Oriental Bay, including the so-called shared areas, where cyclists interact recklessly with pedestrians and the Council takes no action to enforce even the weak rules it has set.**

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

**Yes**

Comments:

**Not answered**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Not important**

Comments:

**Not answered**

Other comments

Are there any other comments you would like to make about the proposed changes to Oriental Bay?

Comments:

**Note my comments above**

Thorndon Quay consultation  
Submission

104

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Emma Sutherland	Newtown	Wellington Dance & Performing Arts Academy	Not applicable

## Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**Yes**

## Comments:

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking

## Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Moderately important**

## Comments:

**Not answered**

## Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

## Comments:

Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists.

Please refer to the attached document on the following page(s) to support this submission.

**Northern Connection Submission - Emma Sutherland - 19 March 2018**

My name is Emma Sutherland and I run Wellington Dance Academy.

I support the proposal to add bike lanes to both sides on the Davis to Mulgrave part of Thorndon Quay.

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. *On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking*

Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists.

However, 2-hour parking outside businesses is very important to sustain business and therefore building values and rates. We are already coping with parking fee increases, and the upcoming introduction of weekend parking fees (most retail or service businesses, including ours, are busiest on Saturdays).

I was disappointed during the working group process that local business parking needs were not considered as an input to the working document. Near the end of the process, a parking survey was commissioned but it was too late. The survey had not yet closed when the final options were chosen.

I encourage WCC to look at an alternative cycleway option on railyard or Aotea Quay, or use techniques to improve the existing cycle paths and clearway systems on Thorndon Quay. We fully support the clearway, and start classes and activities at 9.30am or 10.00am wherever possible to stop people parking in ignorance in the clearway.

I would like to emphasise that Thorndon Quay cannot have a cookie-cutter one size fits all approach. It is a long street with different activities and needs at different places.

We have recently invested significantly in our new purpose-built facility at 182 Thorndon Quay. This will ensure Wellington kids have a place to learn dance and performing arts for years to come. We did this using our own money, no funding from WCC or other sources. There are very few remaining places in Wellington suitable for the location of a dance studio (as WCC will know from its involvement with the Victoria Karori Campus community facilities and re-homing the Royal NZ Ballet this year). We were excited to make this investment, but will be ruined if parking is ever reduced on our stretch of Thorndon Quay.

Thorndon Quay consultation  
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Emma Sutherland	Newtown	As an individual	Not applicable

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?  
**Yes**

Comments:  
**Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?  
**Moderately important**

Comments:  
**Thorndon Quay is already a wide flat street with a morning clearway.**

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:  
**Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists. However, 2-hour parking outside businesses is very important to sustain business and therefore building values and rates. We are already coping with parking fee increases, and the upcoming introduction of weekend parking fees (most retail or service businesses, including ours, are busiest on Saturdays).**

Please refer to the attached document on the following page(s) to support this submission.

**Northern Connection Submission - Emma Sutherland - 19 March 2018**

My name is Emma Sutherland and I run Wellington Dance Academy.

I support the proposal to add bike lanes to both sides on the Davis to Mulgrave part of Thorndon Quay.

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. *On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking*

Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists.

However, 2-hour parking outside businesses is very important to sustain business and therefore building values and rates. We are already coping with parking fee increases, and the upcoming introduction of weekend parking fees (most retail or service businesses, including ours, are busiest on Saturdays).

I was disappointed during the working group process that local business parking needs were not considered as an input to the working document. Near the end of the process, a parking survey was commissioned but it was too late. The survey had not yet closed when the final options were chosen.

I encourage WCC to look at an alternative cycleway option on railyard or Aotea Quay, or use techniques to improve the existing cycle paths and clearway systems on Thorndon Quay. We fully support the clearway, and start classes and activities at 9.30am or 10.00am wherever possible to stop people parking in ignorance in the clearway.

I would like to emphasise that Thorndon Quay cannot have a cookie-cutter one size fits all approach. It is a long street with different activities and needs at different places.

We have recently invested significantly in our new purpose-built facility at 182 Thorndon Quay. This will ensure Wellington kids have a place to learn dance and performing arts for years to come. We did this using our own money, no funding from WCC or other sources. There are very few remaining places in Wellington suitable for the location of a dance studio (as WCC will know from its involvement with the Victoria Karori Campus community facilities and re-homing the Royal NZ Ballet this year). We were excited to make this investment, but will be ruined if parking is ever reduced on our stretch of Thorndon Quay.

Thorndon Quay consultation  
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helen Wharehinga	Johnsonville	As an individual	Not applicable

## Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

## Comments:

**Re: Thorndon Quay between Davis Street and Mulgrave Street** This submission opposes the proposed changes to the parking and cycleway between Thorndon Quay and Mulgrave Street, for the following reasons: 1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay; 2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city; and 3.

There has been inadequate consultation. I am making this submission as an individual. If there is an opportunity, I would like to be heard in relation to this submission. Introduction I work part time in Featherston Street, travelling into the city 2-4 days per week during school hours (9:00am -3:00pm) as I have four young children. I usually drive at park in this parking zone. I have cycled, and occasionally catch the bus, however these options are not logistically possible for me most days, as I rush between school, daycare (Kohanga Reo) and work, trying to maximise my office time as a part-timer. I am pro-cycling, and making Wellington a safer place to cycle. My husband has regularly (3-5 days per week) cycle commuted for 5 years along this route, and I have cycle-commuted the route myself recently. We do not have any issues or concerns with the safety of this part of the route. However cycling is not an option for all people or circumstances, and Wellington City Council also has a role in ensuring fair and reasonable access to reasonably priced parking for groups such as part-time working parents. I do not believe this responsibility has been considered in the proposal. 1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on

Thorndon Quay. i. There is no description or analysis to be found of how the proposal will improve safety for cyclists, road users, pedestrians, or anyone. ii. The crash history maps and analysis in the Opus report provided in the background documents on the website (Northern Connection Thorndon Draft Issues Paper March 2017 Version 1), show no record of cyclist crashes along this stretch of road, in the period studied (2011-2015). iii. The unnumbered pie graph on page 29 shows that approximately 1/8th of the crashes in the area (2011-2015) involved cyclists. The deeper analysis on page 30 - DOES NOT DESCRIBE ANY crashes involving cyclists specifically in the area proposed for change. The crashes described as happening on 'Thorndon Quay' do not say where on the Quay. The crash map suggests two or three were in the area, but these are not specifically described in terms of time or cause, or how the proposal would prevent them in the future. iv. The road in this area is already wide. My husband has cycle commuted this route regularly (3-5 days per week) for the past 7 years. Sometimes he travels this stretch before 9:00am when the clearway is operating, and sometimes after 9:00am when it is not. He also cycles home (Northbound) at peak time. He has never had an issue or witnessed any accidents or near-misses on this part of the road. v. The cycling numbers in the report are for 'peak' time, which is when the clearway is operating, and therefore cyclists already have plenty of room, as this lane is used by busses and few cars. The proposed plan is said to make the route safer for cyclists, but it will really make no difference for the morning peak commuter cyclists, as they already have plenty of road. vi.

Making the parking parallel rather than angle, would surely increase the risk of door-opening (onto cyclist) accidents. There is no evidence of 'backing out' accidents in the report, however 'door opening' accidents are reported (on another section of the route). The justification for changing the parking to a higher risk configuration (as demonstrated by the evidence presented in the report) is not explained in the proposal. vii. On the other hand, the stretch of Thorndon quay between Davis Street and Tinakori Road shows 6 crashes. There is no explanation as to why this stretch is not a greater



priority. Is it because this stretch would be more difficult to address, and retailers would object, therefore WCC are taking the 'easy' but less effective option of focusing on the later stretch? 2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city. i.

There are no alternative, reasonably priced, accessible parking options for commuters who work part time in the city, who start work later than 'earlybird' day rates provide for. ii. It is understandable that private parking providers want to ensure their carparks are full, so there is little incentive for them to provide 'day rates' that start after 9:00am. Therefore WCC should continue to provide this facility. iii. It is discriminatory for some commuters to have access to cheaper rates but not others, based on the time they start work. iv. Lack of options for workers starting later in the day discourages a staggered 'peak' commuting period, adding to congestion at the peak time. v. The tables on page 57 of the report, and my own observation (of cars with child car seats in them, and of many people departing the parks at around 2:30pm, for example) suggest that part-time worker commuters make up a large majority of the users of these parks. vi. Often public transport is not practical for these workers, as kids needing to be taken to various preschools and schools are not necessarily on a connected public transport route, or the routes operate only on peak times. vii. Even if there is a public transport option, much of a part-time working day would be consumed by taking that option, so it is not a practical. My own personal example is that my son attends the only Kohanga Reo preschool on this side of Wellington - in Ngaio. But I live in Johnsonville and also have children in Johnsonville and Raroa schools. I cannot collect my son in Ngaio and other children in Johnsonville in a timely manner as it would take me more than an hour to take a train, make a stop in Ngaio, re-walk 12 mins to the Kohanga, re-embark the train then travel to Johnsonville. I would not have enough time in the city to complete my working day using this option. i. Part-time working parents contribute to the city the economy by the work they do as well as by eating at the cafés and shopping in the city on the days they work there. Part time work is important for maintaining the careers of the main family carer during the years that they have that responsibility, and supporting their families financially, while still being there for their children before and after school, taking them to sports and activities which also contribute to the wellington economy, social fabric, and wellbeing of young citizens. ii. I could not find any justification in the documents for reducing the 10 hour parking limit to 2 hours. 3. There has been inadequate consultation. i. This came to my attention through a "Stuff" online news article. I also saw one newspaper ad. The ad was buried in this consultation notice under that of the Oriental Bay consultation (and used only a photo of Oriental Bay). ii. On Thursday 15th March I stood and spoke to commuters as they parked in the area between 9:00 and 9:15am. None of them were aware of the proposal. Some were shocked to hear of it. iii. The report noted that affected retailers in the area had been spoken to and were supportive or indifferent about the proposal to change the parking. However it is not shoppers that use these parks. It appears no attempt was made to directly notify the affected carpark users of the proposal. iv. It is my opinion and observation that the notice provided by the council was inadequate to ensure that the affected users, i.e. those parking at the site, were aware of the proposal and had the opportunity to provide feedback.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
<b>Not answered</b>
Comments:
<b>Not answered</b>

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
Comments:
<b>Not answered</b>

Please refer to the attached document on the following page(s) to support this submission.

Helen Wharehinga  
14 Clifford Road,  
Johnsonville  
Wellington  
Phone 021 348 948  
Email: helen.wharehinga@gmail.com

18 March 2018

Thorndon Quay Biking Connections Consultation (114),  
Wellington City Council,  
Wellington  
transport@wcc.govt.nz

To whom it may concern,

**Re: Thorndon Quay between Davis Street and Mulgrave Street**

This submission **opposes** the proposed changes to the parking and cycleway between Thorndon Quay and Mulgrave Street, for the following reasons:

1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay;
2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city; and
3. There has been inadequate consultation.

I am making this submission as an individual. If there is an opportunity, I would like to be heard in relation to this submission.

**Introduction**

I work part time in Featherston Street, travelling into the city 2-4 days per week during school hours (9:00am -3:00pm) as I have four young children. I usually drive at park in this parking zone. I have cycled, and occasionally catch the bus, however these options are not logistically possible for me most days, as I rush between school, daycare (Kohanga Reo) and work, trying to maximise my office time as a part-timer.

I am pro-cycling, and making Wellington a safer place to cycle. My husband has regularly (3-5 days per week) cycle commuted for 5 years along this route, and I have cycle-commuted the route myself recently. We do not have any issues or concerns with the safety of this part of the route.

However cycling is not an option for all people or circumstances, and Wellington City Council also has a role in ensuring fair and reasonable access to reasonably priced parking for groups such as part-time working parents. I do not believe this responsibility has been considered in the proposal.

1. **The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay.**
  - i. There is no description or analysis to be found of how the proposal will improve safety for cyclists, road users, pedestrians, or anyone.
  - ii. The crash history maps and analysis in the Opus report provided in the background documents on the website (*Northern Connection – Thorndon Draft Issues Paper March 2017 Version 1*), show no record of cyclist crashes along this stretch of road, in the period studied (2011-2015).
  - iii. The unnumbered pie graph on page 29 shows that approximately 1/8<sup>th</sup> of the crashes in the area (2011-2015) involved cyclists. The deeper analysis on page 30 - DOES NOT DESCRIBE ANY crashes involving cyclists specifically in the area proposed for change. The crashes described as happening on “Thorndon Quay” do not say where on the Quay. The crash map suggests two or three were in the area, but these are not specifically described in terms of time or cause, or how the proposal would prevent them in the future.
  - iv. The road in this area is already wide. My husband has cycle commuted this route regularly (3-5 days per week) for the past 7 years. Sometimes he travels this stretch before 9:00am when the clearway is operating, and sometimes after 9:00am when it is not. He also cycles home (Northbound) at peak time. He has never had an issue or witnessed any accidents or near-misses on this part of the road.
  - v. The cycling numbers in the report are for “peak” time, which is when the clearway is operating, and therefore cyclists already have plenty of room, as this lane is used by busses and few cars. The proposed plan is said to make the route safer for cyclists, but it will really make no difference for the morning peak commuter cyclists, as they already have plenty of road.
  - vi. Making the parking parallel rather than angle, would surely increase the risk of door-opening (onto cyclist) accidents. There is no evidence of “backing out” accidents in the report, however “door opening” accidents are reported (on another section of the route). The justification for changing the parking to a higher risk configuration (as demonstrated by the evidence presented in the report) is not explained in the proposal.
  - vii. On the other hand, the stretch of Thorndon quay between Davis Street and Tinakori Road shows 6 crashes. There is no explanation as to why this stretch is not a greater priority. Is it because this stretch would be more difficult to address, and retailers would object, therefore WCC are taking the “easy” but less effective option of focusing on the later stretch?
  
2. **Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city.**
  - i. There are no alternative, reasonably priced, accessible parking options for commuters who work part time in the city, who start work later than “earlybird” day rates provide for.
  - ii. It is understandable that private parking providers want to ensure their carparks are full, so there is little incentive for them to provide “day rates” that start after 9:00am. Therefore WCC should continue to provide this facility.
  - iii. It is discriminatory for some commuters to have access to cheaper rates but not others, based on the time they start work.

Thorndon Quay consultation  
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate Whitwell	Ngaio	As an individual	Not applicable

## Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**Yes, but with changes**

## Comments:

**Any change that improves safety for people is welcome. This change does slightly improve safety for some people (cyclists) on a very small stretch of Thorndon Quay. However it does nothing for the majority of the length of Thorndon Quay and also only improves safety marginally and does not even meet NZTA guidelines for cycle lanes on a major road (which this is). The cycle lanes should be fully protected from traffic.**

## Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Very important**

## Comments:

**Although this is a small step towards improving the network it still fails to address the rest of the street which is a key cycle connection from the Hutt Valley and the Northern suburbs into Wellington.**

## Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

## Comments:

**Find a solution for the rest of Thorndon Quay. No it won't be easy, as sorting out issues with shared space is always contentious. But it is crucial to save lives and enable cyclists of all abilities to travel this route safely alongside other people on foot, in buses or in cars.**

Please refer to the attached document on the following page(s) to support this submission.

## Thorndon Quay Interim Improvements – Thorndon Quay Action Group submission

We ask to make an oral submission.

Contact person: Kate Whitwell  
Email: [k.whitwell@icloud.com](mailto:k.whitwell@icloud.com)  
Address: 32 Kenya St, Ngaio

The Thorndon Quay Action Group consists of the following people who were all members of the Thorndon Transport Working Group that began work in March 2017 and met for the last time on 11th October 2017.

Kate Whitwell, Tim Leamy, Neville Henderson, Ron Beernink, Timon Bakker

### Key points of our submission:

- Safety needs to be improved for **all** users of Thorndon Quay **now**.
- The proposed 'interim improvements' do little to improve safety for people on bikes, are applicable only to a very small part of Thorndon Quay and fail to meet NZTA cycling infrastructure guidelines.
- It is more important and urgent to address the significant hazards to cyclists and other road users along the rest of Thorndon Quay.
- Thorndon Quay will continue to be a key route in the cycle network for Wellington that must be made safer to encourage more people to cycle more often.
- Without commitment to a near-term time frame for a comprehensive solution, the notion of an 'interim solution' is misleading.
- The Thorndon Transport Working Group agreed a vision and objectives for what Thorndon Quay should look like. The 'interim solution' does not acknowledge or align with either of these outputs.
- One of the major concerns expressed at the Thorndon Transport Working Group meetings was that parking would be unduly affected by any proposed solution. However recent Council parking data shows that parking is underutilised along Thorndon Quay (**maximum** weekday occupancy in 2017 was 61%, and average occupancy is much less), so reductions in capacity are possible without affecting availability.

- The Thorndon Transport Working Group came up with three viable options that met all of the Council's investment objectives, and would have significantly improved the safety of Thorndon Quay for cyclists and pedestrians.
- The decision to abandon the Thorndon Transport Working Group Consultation Project and the manner in which this was done seriously undermines the trust in the Council's approach to community engagement.



## DETAILED SUBMISSION

### About Us

Every member of this group is a regular commuter along Thorndon Quay. Most of us commute primarily by bicycle, but we also travel along this route at times as drivers, pedestrians and bus passengers. Most of us could be classified as confident commuter cyclists. However Kate has taken up cycle commuting relatively recently and has regularly travelled off-peak (therefore has a great deal of experience with Thorndon Quay when the clearway is not in operation). She classifies herself as 'keen but concerned' when it comes to cycling and road safety. Regardless of our different skills, we all view Thorndon Quay as a 'death trap' that could at any time have another accident resulting in a serious injury or fatality for a cyclist or a pedestrian. We all have personal experience with 'near misses' along this route and regularly witness situations which seriously compromise safety due to the design of the road.

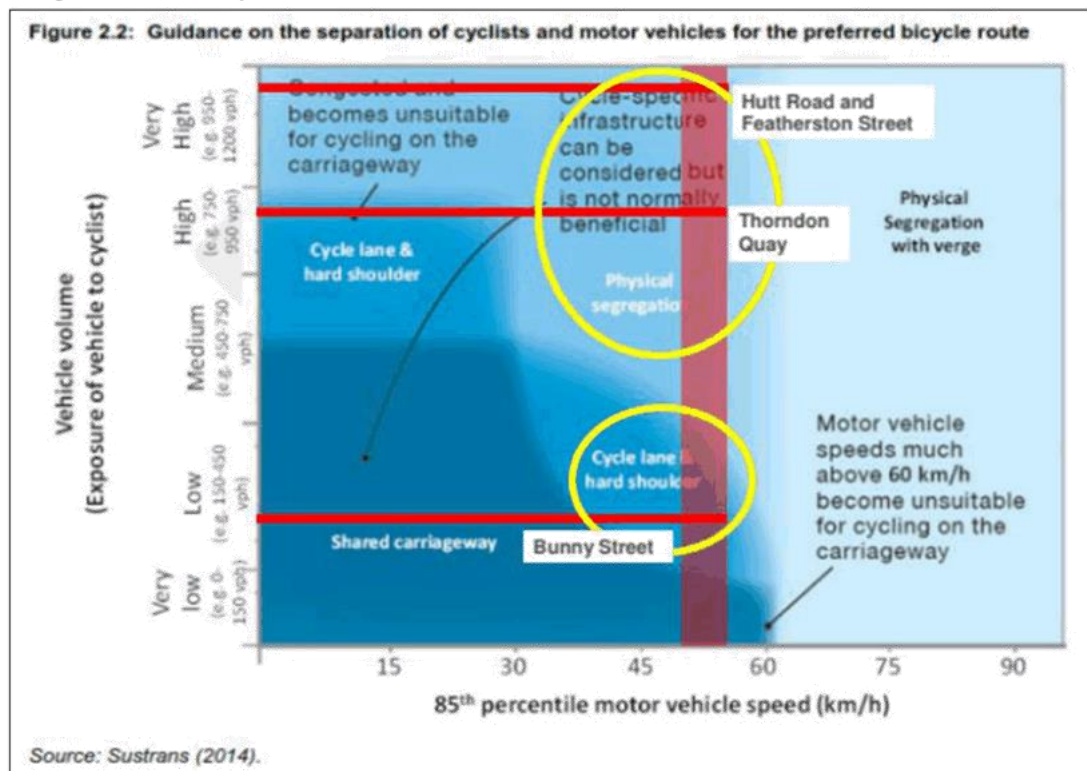
### Safety

Crash statistics for Thorndon Quay obtained from WCC state that between 2013 and 2017 there were 61 reported crashes (25 involving injury). Sixteen of these (or 25%) involved cyclists in some way; 11 involving injury, and although it is unstated which party incurred the injury it is undoubtedly the cyclist that comes off worst in these situations. The current layout of Thorndon Quay puts cars and cyclists into dangerous proximity daily and this needs to be addressed **now** before another serious injury crash occurs.

The proposed design for the 'interim solution' clearly does not meet NZTA guidelines when taking into account the volume of traffic and types of cyclists on this route:

"Cycle lanes are painted lanes within the carriageway that are suitable for enthused and confident cyclists but, apart from low volume streets, do not offer sufficient protection for the majority of interested but concerned cyclists".

The material provided to the Thorndon Quay working group included the graphic below, which clearly shows that a roadside cycle lane is unsuitable due to the volume and speed of traffic along Thorndon Quay.



The key hazards along Thorndon Quay are

- Longer vehicles in angle car parks and cars reversing out these parks forcing cyclists on to the carriageway and into the path of motorists.
- People trying to reverse out of angle car parks without being able to clearly see if there is a gap in the traffic, and typically having to deal with heavy volumes of both cyclists and vehicles during the evening peak traffic period.
- Motorists seeing a free parallel or angle car park and quickly turning left without taking notice of cyclists.

- Cyclists trying to cross from the north end of Thorndon Quay to the Hutt Road shared cycling and walking path; having to avoid angle parked vehicles while looking over their shoulder to ensure they have a gap in the northbound traffic.
- People on foot trying to cross Thorndon Quay, particularly with there being only one pedestrian crossing between Davis Street and Tinakori Road.

The angle parking along Thorndon Quay does not meet NZTA guidelines for cycling infrastructure, particularly as in most places there is significantly less than 2 metre clearance recommended for giving cyclist a safe space.

People require a high level of protection when cycling adjacent to angle parking, and therefore when implementing angle parking the needs of cyclists should be given appropriate consideration.

Cycle lanes should be a suitable distance away from angle parking to encourage cycling in a position that aids visibility between drivers and cyclists and allows cyclists to avoid vehicles that are emerging from a car parking space.

Angle parking is appropriate only where the speed limit is 50 km/h or less. Cycle lanes next to angle parking assist in reminding drivers of the potential presence of cyclists.

Cycle lanes adjacent to angle parking should be installed in accordance with the clearance details shown in the table and the associated typical facility layout shown below. Lanes should be coloured green and marked with standard cycle pavement symbols to enhance their visibility.

Table: Cycle lane clearance from angle parking

	Clear space between parked vehicles and cycle lanes (m)		
Parking Angle	45	60	90
Desirable Minimum	2.0	2.5	3.0
Minimum	1.5	2.0	2.5 <sup>3</sup>

Source: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-in-tersections/cycle-lanes/#cycle-lanes-next-to-angle-parking>

The NZTA Manual of traffic signs and markings Part 2 further highlights that angle parking should not be used for a high volume principal road like Thorndon Quay.

**2.11.05 ANGLE PARKING**

For safety reasons it is recommended that angle parking be used with caution.

Angle parking should not be used on high volume roads such as arterial or principal roads.

Angle parking should only be used where adequate manoeuvre space is available completely clear of the through traffic lane. Refer to MOT (1976) "Metric Parking Dimensions" or the local authority district scheme for appropriate manoeuvre space dimensions.

Source: <https://www.nzta.govt.nz/assets/resources/motsam/part-2/docs/motsam-2-section-2.pdf>



## Parking demand

Recent analysis of one year's worth of parking data (2017 calendar year) along Thorndon Quay using data supplied by WCC shows the following:

- Average maximum weekday occupancy over 388 carparks is 61% meaning that even at the busiest times nearly 40% of parks were unoccupied.
- Maximum weekday occupancy of P120 car parks from the Aotea Quay overpass to Davis St occurred in the middle of the day at 51%.
- Removing all southbound P120 spaces between Aotea Quay overpass and Davis St increased the **maximum** usage to 75% implying that there is ample opportunity to reduce parking spaces without impacting availability.
- 6% of cars in long-stay parking occupy 39% of the parked time. This significant shopping and commuter route is being used as a long-stay parking area. This is a waste of limited shared space.

Yes improving safety for cyclists will result in removing some parking. This is necessary and can be justified by usage figures. All day commuter parking on this inner-city street is inappropriate and should be removed.

To summarise, the shared space that is Thorndon Quay can be far better utilised to improve safety to cyclists, pedestrians and drivers without significantly impacting on the parking available to customers of businesses along the route.

## Thorndon Transport Working Group outcomes

- The Thorndon Transport Working Group came up with three viable options that in our view met all of the Council's investment objectives, and would have significantly improved the safety of Thorndon Quay for cyclists and pedestrians:
  - 6B – protected one-way cycleways with clearway peak direction bus lanes / parallel parking both sides
  - 7B – protected two-way cycleway with full time parallel parking both sides and wide footpath at key points
  - 10 – protected two-way cycleway with clearway AM peak direction bus lane / angle parking southbound and full-time parallel parking
- All of these options were discarded following the intervention of the Mayor and this 'interim solution' is the result. It is our understanding that the Mayor intervened following a meeting that a small group of business owners arranged with several Councillors to

express their concern about the impact of any parking changes on their businesses. No mention of this meeting is made anywhere in the Thorndon Design Report.

- The proposed 'interim solution' meets only a couple of objectives that were used to assess the various options discussed by the working group.

WCC investment objectives		Working group objectives		MCA - effects	
Achieve a high level of service for cyclists within an integrated transport network	-2	Increase pedestrian and cycling connectivity	0	Cycle Network Fit	-2
Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience	-2	Reduce the number of injury-causing crashes on Thorndon Quay	-2	Transport Network Fit	-1
Cycling is a viable and attractive transport choice	-2	Reduce travel speeds on Thorndon Quay	0	Pedestrian Effects	-2
The crash rate, number and severity of crashes involving people on bikes is reduced	-2	Reduce the number of single occupancy commuter cars traveling on Thorndon Quay	0	Bus Users Effects	0
Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington	-2	Provide local parking facilities that meet customer and business requirements	2	Motorised Traffic Effects	-2
		Maintain safe and consistent access to business	2	Parking Effects	0
		Maintain or improve the consistency of bus journey times along Thorndon Quay	-1	Property Effects	-1
		Increase the number of 'interested, but concerned' pedestrians and cyclists travelling through the area	-2	Environmental Effects	-2
				Cultural Effects	-2

## Not an Interim Solution

- The Thorndon Design Report implies that it was the Let's get Wellington Moving scenarios that led to the Thorndon Quay Working Group outputs being shelved. This is misleading. In fact, the decision to discard the working group options was made in August following the closed door meeting with business owners, where a "no changes to parking North of Davis Street" promise was given by the Mayor. The Let's Get Wellington Moving scenarios weren't developed until November 2017.
- The Mayor has also stated that Aotea Quay was an alternative option to Thorndon Quay and that the Thorndon Quay Project had failed to include this in its scope. This despite the Working Group having sought confirmation that options like Aotea Quay or the railway corridor were not feasible and not in scope, which was confirmed by project personnel and again by the Chief Town Planner.
- Despite requests to the Mayor there has been no confirmation that Aotea Quay is indeed a viable option and in what timeframe. Without such a confirmation we have no confidence that the proposed solution will indeed be a temporary 'interim' one.

- Even if Aotea Quay could present itself as an option for a 'harbour side' cycle route, most cyclists will continue to use Thorndon Quay as the most direct and convenient route to get to and from work and other destinations along for example Lambton Quay, The Terrace and Molesworth Street. Without safety improvements it will remain a 'death trap' to cyclists.

## Feedback from other cyclists who use Thorndon Quay

Our TQ action group established and promoted a "Fix Thorndon Quay" Facebook page<sup>1</sup> to urge other cyclists and other members of the public to make their individual submissions on the 'interim improvements', but also to share their views. Below are some of the key comments.

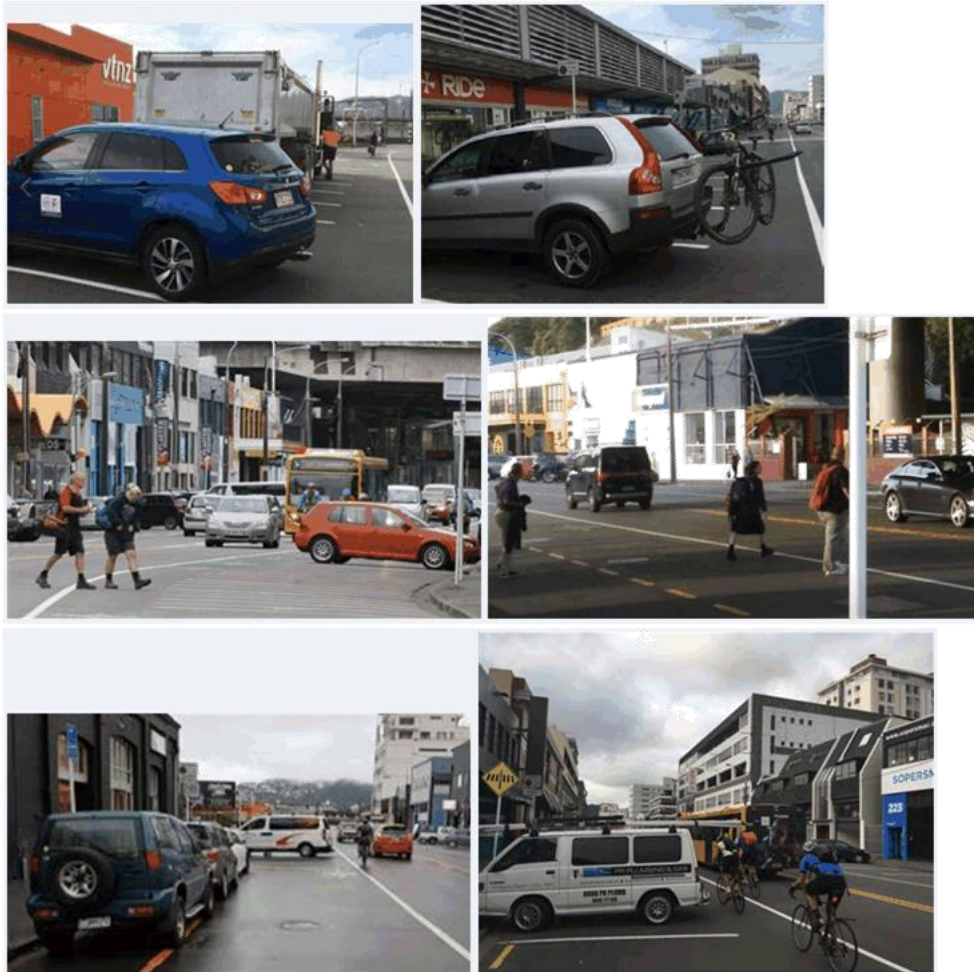
- "I'm beyond furious about this. It's what, a decade plus of inaction? Or at the very best tinkering around the margins".
- "Vehicles completely disregard the double yellow lines, today I was cut off by a Beaurepaires' ute as it crossed into their car park area at the same time as another vehicle was reversing out from behind another vehicle parked in the angle parks".
- "You avoid contention by proper consultation not by imposing a second rate solution. Has WCC learnt nothing from the Island Bay cycle way?"
- "This is just weak weakness. Find a compromise that suits no one".
- "It is one of the main reasons I don't bike anymore. Getting cleared out 2-3 times down a 400m stretch of road is too taxing on the nerves. And I'm too slow to take the lane".

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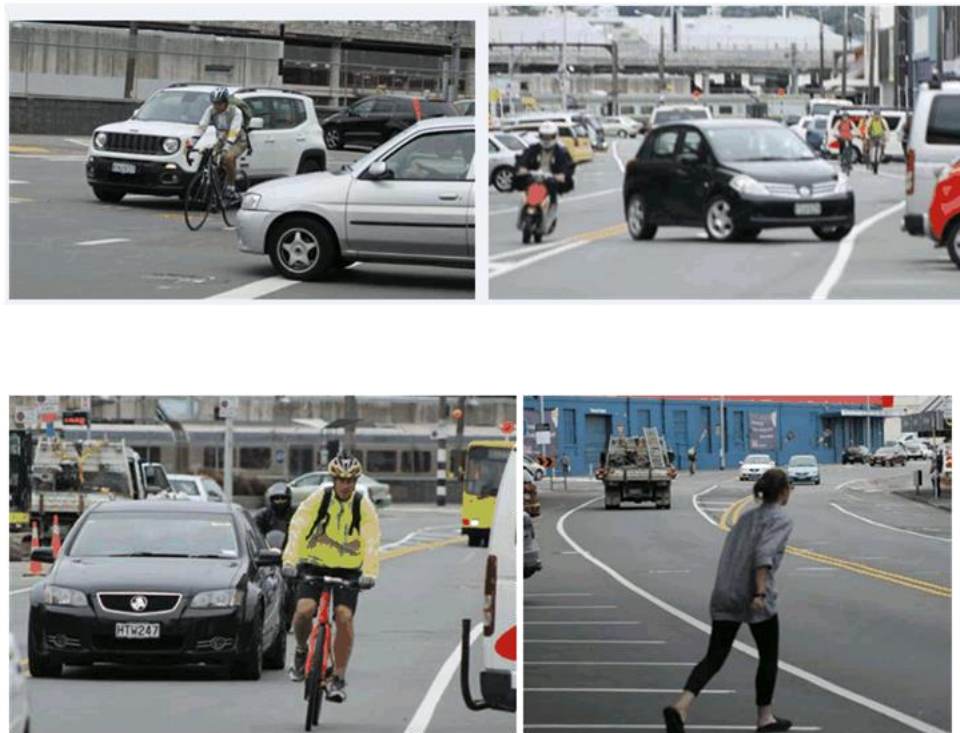
<sup>1</sup> <https://www.facebook.com/fixthorndonquay/>

### Illustrations of the daily dangers along Thorndon Quay

Photos taken during the morning along the southbound route, showing that clearways are not an answer even with parking wardens patrolling this area.



Photos taken during an evening northbound commute



Thorndon Quay consultation  
Submission

188

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lisa Julian	Ngaio	As an individual	Not applicable

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**Yes**

Comments:

**Thorndon Quay is such a dangerous stretch of road for cyclists. Please extend bold cycle lanes further north and remove the angle parking.**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Very important**

Comments:

**Not answered**

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

**Please extend the bike lanes further north and make them bold green. would be ideal if the bike lanes were next to the footpath. I have been knocked off my bike by a car on Thorndon Quay, further north, near the pedestrian crossing. A car opened it's door into the cycle lane. I was badly hurt and sore for months. I lost my confidence and it took ages to return to cycling. Cycling should be promoted and safe routes available, it reduces traffic congestion and promotes healthy living. Unfortunately Thorndon Quay is not very safe for cyclists.**

Oriental Bay consultation  
**Submission**

**187**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rex Nicholls	Oriental Bay	as an individual	Not applicable

Overall support

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

**Not answered**

Comments:

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its (Original Proposal to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included. We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us. The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool. The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are: 1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right. 2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of at least newer apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide. To overcome these problems we recommend the following compromise: 3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass. 4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work. 5. Add 200mm to each traffic lane, improving their safety a little. 6. Add 500mm to the central median, making right turning a much safer operation. 7. Extend the pedestrian crossings over the cycle lanes. 8. Retain the current paraplegic carparks. Below are the recommendations from the public meeting which still need to be addressed: a. use CCTV to police cycles, crocodile bikes, and skateboards b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1. f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will

negatively affect owners and residents, visitors, and vehicles. g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!

Bus stop change

Do you support the proposed bus stop removal, near Herd Street?

**Not answered**

Comments:

**Not answered**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Not answered**

Comments:

**Not answered**

Other comments

Are there any other comments you would like to make about the proposed changes to Oriental Bay?

Comments:

**Not answered**

Please refer to the attached document on the following page(s) to support this submission.



1

**Rex Nicholls**  
5B/172 Oriental P'de  
Wellington 6011,NZ  
Phone 04 3857912  
Cell 029 3857912  
rex@nicholls.nz

14 March 2018

**SUBMISSION TO WCC**  
**ORIENTAL PARADE HERD ST TO FREYBERG**  
**ROADING LAYOUT PROPOSAL**

Following on from a public meeting on 8 November 2017 of affected residents and apartment owners, and after representations from OBRA, WCC revised its 'Original Proposal' to add a cycle lane to Oriental Parade. This 'Revised Proposal' was advertised in late February and opened for public consultation which closes 17 March. The affected residents have been circulated the 'Compromise Proposal' below. They have endorsed it and some sensible suggestions from them have now been included.

We accept that WCC has the right to make changes to our street, and that they appear unyielding in doing so. The 94 residents at the meeting overwhelmingly agreed that nothing permanent should be done to Oriental Parade until the total length of the street was planned. However, our Compromise Proposal suggests a way to add a cycle lane while making the main carriage way less dangerous and difficult than both WCC's Original and Revised Proposals, given that change will be forced on us.

The removal of the bus stop at Herd St is necessary once a cycle lane is installed where bus patrons would alight. Adding new carparks will be useful. Straightening of the PNYC pedestrian crossing makes sense. However, there has still been no effort to explain how bikes transfer across the flat area in front of the busy Freyberg Pool.

The attached sketch shows the dimensions of the street in two places. It then shows WCC's proposed widths of the various lanes of the street, and, at the bottom, our Compromise Proposal dimensions. Our compromise tries to meet some of the obvious concerns shown in comments already made by residents and OBRA. These are:

1. The traffic lanes are proposed at 3.3m wide when they are currently 4m wide. This narrowing leaves little room for bikes to ride past slow or stopped cars. Many, especially faster, cyclists will still use the traffic lanes, as is their right.
2. The median strip between traffic lanes is proposed to drop to 2.2m when it is currently 2.9-3.2m wide. This strip is required for cars turning right into apartment buildings without holding up following traffic. It would have been used as an important condition in the Resource Consents of –at least newer-

2

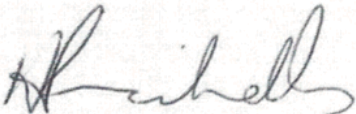
apartment buildings along the route. There is also a need to give room for emergency vehicles which are generally quite wide.

To overcome these problems we recommend the following compromise:

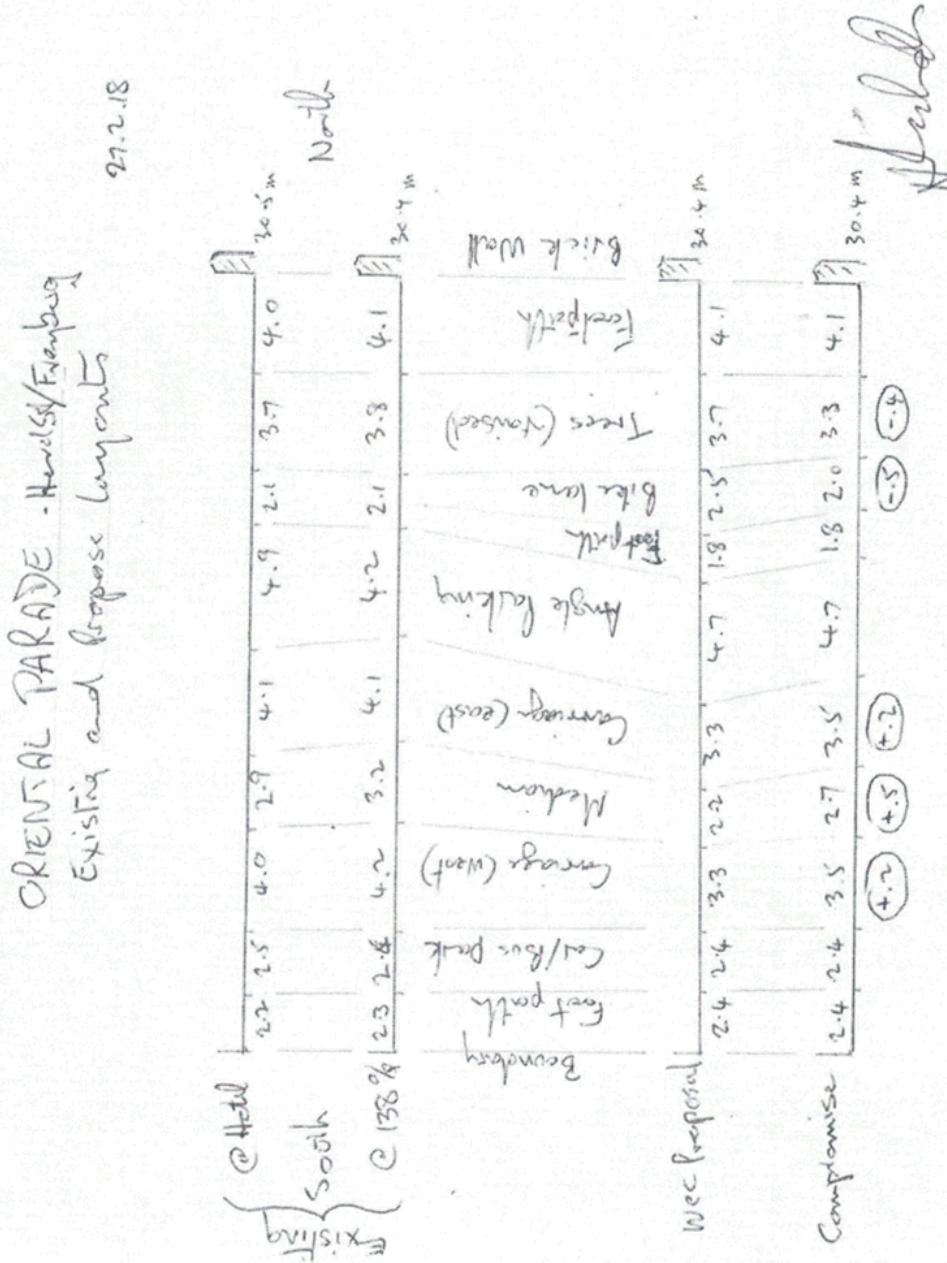
3. Make the cycle lane 2.0m instead of 2.5m. The cycle lane from the end of Oriental Bay around Evans Bay is only 1.5m wide, albeit one way. 2.0m still gives adequate width for two bikes to pass.
4. Cut back the south side brick kerb of the raised planted strip 400mm (or more). Two large Pohutukawa trees nearer Freyberg have large protruding roots. Pohutukawas are very tough and would withstand some root trimming. In fact limbs fall off dangerously onto the footpath every winter, so the trees need trimming. However, if this is not acceptable then reinforced pavement 'humps' over these specific roots would also work.
5. Add 200mm to each traffic lane, improving their safety a little.
6. Add 500mm to the central median, making right turning a much safer operation.
7. Extend the pedestrian crossings over the cycle lanes.
8. Retain the current paraplegic carparks.

Below are the recommendations from the public meeting which still need to be addressed:

- a. use CCTV to police cycles, crocodile bikes, and skateboards
- b. Crocodile bikes should be banned from the footpath (spaced posts at Herd St end) or at least have a minimum driver age
- c. A solution must be found for the transitions from the end of the bike lane outside Freyberg Pool onto the existing shared-pedestrian space
- d. Discuss with NZTA holding their funds until an overall solution is agreed for the whole of Oriental Parade from Herd St to Point Jerningham
- e. Do not make any major changes to Oriental Parade until the Basin Reserve traffic issues have been resolved so that traffic currently clogging our street can be encouraged onto Highway 1.
- f. One of the most obvious issues that WCC must address with urgency is traffic congestion at the Basin Reserve. Until this major traffic problem is solved Oriental Parade will carry far too much traffic. And until that time, changing the current roading configuration will negatively affect owners and residents, visitors, and vehicles.
- g. Move faster to replicate Mt Victoria's Tunnel. Only then will dangerous goods vehicles stop using Oriental Parade, endangering our dwellings!



Rex Nicholls



Thorndon Quay consultation  
Submission

258

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron Beernink	Other	As an individual	Not applicable

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The proposed design does not meet NZTA cycling infrastructure design guidelines, and although the removal of angle parking is welcomed, it does not remove the danger from the parallel car parks with doors opening or drivers shooting in and out of those parks without thinking of cyclists. I have personally witnessed this too many times.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

It is more important to make all of Thorndon Quay safe for people on bikes, on foot and in vehicles. Doing only this small part of Thorndon Quay does achieve little, particularly as the proposed design does a minimum to improve safety.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There needs to be a safe connection / flow for southbound cyclists who want to get into the right-hand lane in order to turn right into Bunny Street at the intersection after Mulgrave Street.

Thorndon Quay consultation  
Submission

257

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron Beernink	Other	Cycle Aware Wellington	Not applicable

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

**No**

Comments:

**The design does not meet NZTA guidelines and does little to make Thorndon Quay safer. Please refer to the attached written submission.**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

**Not important**

Comments:

**This particular 'interim improvement' has little importance. CAW want to see safety address for the whole of Thorndon Quay. See our attached written submission for detail.**

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

**CAW asks to make an oral submission on the proposed changes to the full City Strategy Committee.**

Please refer to the attached document on the following page(s) to support this submission.

Thorndon Quay Interim Improvements – Cycle Aware Wellington submission



# Cycle Aware Wellington

www.caw.org.nz  
info@caw.org.nz  
(04) 934 8315 or 021 036 4443  
<https://twitter.com/CycleAwareWgtn>  
post office box: 27 120 Wellington

## Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

We ask to make an oral submission. Please contact [ron.beernink@gmail.com](mailto:ron.beernink@gmail.com).

### Key points of our submission

- An increasing number of people with different levels of skills currently cycle Thorndon Quay.
- We welcome the replacement of angle car parks with parallel car parks as it improves safety for people who bike during the morning peak commute period.
- The proposed design does however not meet NZTA cycling infrastructure guidelines.
- Of even greater concern is the fact that, the scope of this project does not address the serious dangers that are present along the main part of Thorndon Quay.
- A solution cannot be called 'interim' unless there is an agreed longer term plan with a committed timeframe and funding on the table.
- We have waited too long for these dangers to be addressed, and we cannot accept an 'interim solution' that does little to make Thorndon Quay safer for people on bikes.
- We recognise that the Council is making good progress with other cycling infrastructure improvements around Wellington and we now want to see this happen for Thorndon Quay.
- The people who bike along Thorndon Quay deserve better. Their safety can not continue to be compromised.
- Analysis shows that parking can be changed to accommodate protected bike lanes without undue impact on business.
- We urge the Council to show courage and push ahead with these long overdue cycling improvements.
- We offer to work with the Council and stakeholders to make this happen.



Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

## 1. About the people who currently bike along Thorndon Quay

- a. There are a high number of enthusiastic and confident cyclists who are skilled enough to deal with the dangers that this route has and who can 'take the road' where necessary.
- b. In addition, there is a significant increase in the number of less experienced people who have started biking this route, including people on electric bikes. These are the people who are at serious risk as they do not necessarily have the skills to take the right evasive action to avoid one of the many current hazards that cyclists face on this route. For example, they may have to deal with a vehicle suddenly reversing out of an angle car park, or a car moving into, or out of, a parallel car park without giving way to cyclists.
- c. For seven of the last 11 years, Thorndon Quay has had the highest total number of recorded cycle crash accidents compared to other key cycle routes around Wellington City (Adelaide Road, Evans Bay Parade and Hutt Road)<sup>1</sup>. As is evident from our CAW Facebook page, there have been at least three known accidents since November, and a number of near misses along this route. With each accident or near miss, there is a high likelihood that the person involved (as well as their family, friends and workmates and all those who witness the event) will not cycle because of their personal observation that it is too dangerous.

## 2. Feedback on the proposed 'interim improvements'

- a. We welcome the replacement of these angle parks with parallel parks in the section between Davis St and Mulgrave St.
- b. However, the proposed design of painted cycle lanes within the carriage way is not recommended by the NZTA<sup>2</sup> as painted lanes do not provide protection for interested but concerned cyclists, in particular children.



- c. We strongly agree with NZTA for two reasons: the design fails to deal with the problem of drivers and their passengers opening their car doors in the path of

<sup>1</sup> Data from Northern Connection - Thorndon Draft Issues Paper March 2017 Version 1

<sup>2</sup>

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/>

## Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

cyclists. And we frequently see motorists drive at speed into or out of car parks without looking for cyclists.

### 3. The serious dangers that are not being addressed

- a. Thorndon Quay is and will continue to be a key route for people who want to bike between Wellington and the northern suburbs, Porirua and beyond, and the Hutt Valley.
- b. These people are particularly at risk during peak traffic time in the evening and in the darker, wetter winter months when visibility is poorer.
- c. A high number of angle parked cars regularly block the path of cyclists. This is made worse because of the long length of a number of these vehicles that significantly extend out from the marked parking space, as the photo below illustrates clearly.



- d. Angle car parking poses an even greater risk at the northern end of Thorndon Quay where cyclists have to avoid these cars while at the same time looking over their shoulder for a clear space in order to cross to the Hutt Road cycle path that starts at Guthrie Bowron. This is illustrated in the photo below.





Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

- e. The [Australian state of] Victoria Transport Policy Institute's Pedestrian and Bicycle Planning Guide (2009) states that angle parking "is very dangerous and bike facilities should be avoided in these areas".<sup>3</sup>
- f. Three of the recorded crashes on Thorndon Quay between 2011 and 2015 (including one serious crash) involved car doors being opened into the path of a cyclist.
- g. There is also a danger with parallel parking, where drivers are often seen moving in and out of these without looking out for cyclists.
- h. The morning clearway does pose less of a risk except for the number of vehicles that are regularly parked illegally in this section of the Thorndon Quay, even if some drivers only park 'for a minute or so' to drop someone off or pop into one of the shops.
- i. We appreciate the fantastic work that traffic wardens do to ticket and organise the towing away of serious offenders. But there are too few of these wardens and towing trucks to effectively stay on top of this problem.
- j. We question the real effectiveness of clearways.

#### 4. Not an 'interim solution'

- a. Our cycling community has waited too long for a solution to make Thorndon Quay safer. The longer the Council waits, the harder it gets to solve.
- b. Anyone with project experience will tell you that 'interim' or 'tactical' solutions are typically there for the long run.
- c. Unless there is a plan on the table with confirmed timeframes and funding for a proper solution, then whatever is done now needs to be seen as something that is likely to be there in the long term.
- d. The Mayor has talked about Aotea Quay as an alternative route, but we have not seen anything that gives us confidence that the various landowners would agree to this. We also have no information about how soon the significant infrastructure changes to, for example, the Aotea Quay overbridge can be achieved and within what timeframe.
- e. For a significant number of people who bike to places of work (e.g. government agency offices) and other destinations along Molesworth Street, The Terrace, and Lambton Quay will continue to be the preferred route because it is the most convenient route.
- f. A successful network of cycling infrastructure needs to be convenient, safe and pleasant to ride.

<sup>3</sup> <http://www.vtqi.org/nmtguide.doc>

Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

## 5. The safety of people who bike Thorndon Quay cannot continue to be compromised

- a. We will support and take part in whatever action is necessary to help ensure the safety of cyclists along Thorndon Quay, particularly during the coming winter months.
- b. We have urged as many of those cyclists as we can reach to make their submissions and tell their stories and concerns.
- c. We have also helped to promote the Fix Thorndon Quay Facebook page which has already had a significant amount of feedback from people that support the concerns that we have described above.

## 6. Parking can be changed to make cycling safer

- a. Parking data provided by the Council shows significantly underutilised parking resource – at peak times, only 50% of the P120 car parks between Davis St and Tinakori Rd are occupied (2017 data, weekdays only, excludes public holidays).
- b. NZTA guidelines clearly state that angle parking is not suitable a busy principal route.<sup>4</sup>
- c. With the underutilisation of car parking we argue that it is possible to replace all angle parks along the northbound roadside of Thorndon Quay with parallel parks.
- d. This should provide the space for separated / protected bike lanes along the full length of Thorndon Quay; either as a bidirectional path on the southside or both south and northbound lanes.

## 7. Get on with it!

- a. In the words of our new Associate Minister of Transport at the recent Go By Bike Day: "We need to see a significant shift [in making active transport happen], and Councils need to show courage".
- b. Cycle Aware Wellington would be willing to work with the Council and other Thorndon Quay stakeholders to come up with a solution that ensures the safety of road users along the route, and in particular to determine options that remove the dangers from angle parking during the evening peak traffic period.
- c. We would want this done with urgency and with a commitment to resolve the danger ahead of the coming winter months.

**We urge the Council to show courage in fixing with urgency the current dangers along Thorndon Quay, instead of trying to appease but achieving little with this 'interim solution'.**

<sup>4</sup> <https://www.nzta.govt.nz/assets/resources/motsam/part-2/docs/motsam-2-section-2.pdf>

Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

## About Cycle Aware Wellington

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington  
18 March 2018