
ORDINARY MEETING
OF
PŪRORO ĀMUA - PLANNING AND ENVIRONMENT
COMMITTEE
AGENDA

Time: 1:30pm
Date: Tuesday, 22 June 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Councillor Matthews
Councillor O'Neill
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

1. The Planning and Environment Committee has the following responsibilities:
 - a) RMA matters
 - b) Urban Planning, District Plan
 - c) Built environment
 - d) Natural environment and biodiversity
 - e) Future Development Strategy, Spatial Plans and Housing Supply
 - f) Climate Change Response and Resilience
 - g) Heritage
 - h) Transport Strategy and Planning, including significant traffic resolutions
 - i) Parking policy
 - j) Submissions to Government or other local authorities
 - k) Regulatory activity and compliance
 - l) Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
 - m) Implementing and monitoring delivery of the affordable housing strategy.

2. The Committee has the responsibility to discuss and approve a forward agenda

Quorum: 9 members

TABLE OF CONTENTS
22 JUNE 2021

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Items not on the Agenda	5
1.5 Public Participation	6
2. General Business	7
2.1 Thorndon Quay Parking Changes Forum	7

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

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 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 Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting:

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.

The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

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 31.2 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

THORNDON QUAY PARKING CHANGES FORUM

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to recognise the speakers who will be speaking to their submissions regarding the proposed Thorndon Quay parking changes, consulted on as part of the Let's Get Wellington Moving Thorndon Quay and Hutt Road project consultation.

Recommendations

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Background

2. On 14 April 2021 the Regulatory Processes Committee noted that Council officers would bring traffic resolutions to committee to support proposed changes to angle parking on Thorndon Quay, in advance of the Let's Get Wellington Moving proposed improvements to the Thorndon Quay/Hutt Road corridor, following the presentation of the E-Petition: Make safe space for Cycling on Thorndon Quay.
3. Let's Get Wellington Moving consulted the community on the Thorndon Quay and Hutt Road Proposal from 11 May 2021 to 8 June 2021.
4. Submitters who indicated that they wished to speak to their submissions have been scheduled to speak on 22 June 2021.
5. Forums were proposed to submitters as an opportunity to have longer, more interactive conversations with Councillors, with the opportunity to ask questions and have discussions.
6. All submitters (regardless of attendance at a forum) have been assured that all councillors will have been provided with their written submission prior to deliberations.

Discussion

7. Attachment 1 comprises the Thorndon Quay parking changes submissions that have indicated they would like to speak to councillors. A list of confirmed oral submitters and the page number of their submission will be published prior to the meeting.
8. The full submission document, including those that have not indicated they wished to speak to councillors, will be provided as part of the Pūroro Āmua | Planning and Environment Committee agenda for 24 June 2021.

Next Actions

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9. Elected members will deliberate on the information received from these hearings and all other submissions at the Pūroro Āmua | Planning and Environment Committee meeting of 24 June 2021.

Attachments

Attachment 1. Submissions - Thorndon Quay Parking Changes [↓](#) 

Page 10

Author	Hedi Mueller, Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

Climate Change impact and considerations

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

Communications Plan

Not applicable.

Health and Safety Impact considered

As at previous forums, consideration has been given to a number of factors including:

- Seating arrangements at each table, including balance of viewpoints.
- Layout of the room
- Access needs of submitters
- Break times



Thorndon Quay parking changes

Oral submitters report

Speakers - 22 June

11 May - 8 June 2021

SUBMISSION NUMBER	NAME	SUBURB	ON BEHALF OF	PAGE
2	Nicolas Sabourin	Wadestown	Individual	1
11	Tui McInnes	Ngaio	Individual	2
23	DAVID LIM	Other - Porirua	Cokids	3
26	Floyd Chaz Norman	Churton Park	Individual	4
38	Grant Holloway	Aro Valley	Individual	5
48	Stephen Piper	Island Bay	Individual	6
73	Roland Sapsford	Aro Valley	Individual	7
82	J McGee	Thorndon	Individual	8
133	Andy Crosland	Kaiwharawhara	Individual	9
152	Michael Brook	Seatoun	Individual	10
186	Peter Webb	Thorndon	Individual	11
232	Sean Nicolle	Tawa	Individual	12
233	Rhys	Woodridge	Individual	13
237	Antoine ZIMERMANN	Te Aro	Individual	14
258	Letitia Harding	Seatoun	Letitia Harding - Chief Executive	15
259	David Barclay	Island Bay	Individual	16
260	Eric Lin	Khandallah	Individual	17
262	mits chohan	Khandallah	Individual	18
271	Abbie Pallesen	Woodridge	Co Kids Thorndon	19
292	Peter Spencer	Wadestown	Individual	20
315	Brian Jameson	Wadestown	Individual	21
366	Daniel	Newlands	Individual	22
367	Angela Ward	Newlands	Individual	23
385	Michael Newman	Seatoun	Individual	24
391	Hayley Moolman	Johnsonville	Individual	25
397	Matt Jones	Newlands	Individual	26
406	Aria	Te Aro	Individual	27
408	Jack Butler	Newlands	Individual	28
448	Mat Hellyer	Tawa	Wellington Regional Stadium Trust	29
450	James Jackson	Hataitai	Individual	30
458	Jeffrey Hazlewood	Other - Porirua	Individual	31
462	Suzanne Hazlewood	Other - Porirua	Individual	32
463	Penny McCabe	Khandallah	Individual	33
515	Rocio Monge	Glenside	Individual	34
535	Sheena Thomas	Khandallah	Individual	35
553	Rebecca Small	Wadestown	Individual	36
619	Kelvin Wills	Crofton Downs	Individual	37
658	Lynette	Wadestown	Individual	38

659	Mike Ellis	Northland	Soundline Audio	39
667	Ed Oosterbaan	Other - Lower Hutt	Individual	40
677	Dr Marion Leighton	Newtown	Doctors for Active, Safe Transport	41
684	Leen	Other - Porirua	Individual	42
731	Andrea Woods	Miramar	Individual	43
735	Jené Hattingh	Ohariu	Individual	44
742	James Fluker	Mount Victoria	Individual	45
764	Michael Salanoa	Rongotai	Tranzurban	46
782	Wendy LePine	Other - Kapiti Coast	Individual	47
800	Nicky Alexander	Seatoun	Individual	48
822	Travis Ancelet	Other - Lower Hutt	Individual	49
833	Michelle Stronach-Marsh	Other - Lower Hutt	Individual	50
858	Catharine Underwood	Brooklyn	Individual	51
862	Cam Dickey	Other - Kapiti Coast	BoConcept	52
868	Mark Huser	Other - Lower Hutt	Individual	53
874	Ben Sutherland	Newtown	181 Thorndon Quay Limited	54
895	Emma Sutherland	Newtown	Wellington Dance & Performing Arts Academy (182 Thorndon Quay)	55
900	Alex Dyer	Island Bay	Cycle Wellington	56
936	Jordan Dallimore	Thorndon	Individual	57
937	Chuyaun Chen	Other - outside the Wellington region	Individual	58
957	Lawrence Collingbourne	Khandallah	Onslow Residents Community Association	59
969	Pat	Island Bay	Valesto Properties Ltd and The Forza Trust	60
976	Evan Freshwater	Other - Kapiti Coast	Individual	61
1034	Ben	Ngaio	Individual	62
1037	Adam Lewis	Ngaio	Individual	63
1038	Matthew	Mount Victoria	Individual	64
1042	Paul Wilton	Thorndon	Individual	65
1051	Bevin Phillips	Oriental Bay	Individual	66
1069	Belinda Milnes	Thorndon	Individual	67

1078	Tony Vial	Wadestown	Individual	68
1164	Geoff Todd	Miramar	Individual	69
1178	Peter Barlow	Karori	Individual	70
1179	Rob	Hataitai	Individual	71
1206	Blaire Lodge	Pipitea	Individual	72
1209	Michelle Rush	Ngaio	Individual	73
1259	Shelley A	Churton Park	Individual	74
1272	Zong Chen	Kelburn	Individual	75
1288	Patrick Morgan	Te Aro	Cycling Action Network	76
1295	Louise Yarrall	Ngaio	Individual	77
1299	Chris Hubscher	Khandallah	Individual	78
1304	James	Berhampore	Individual	79
1380	Penny Salmond	Johnsonville	Individual	80
1381	Melissa McGhie	Other - Porirua	Individual	81
1383	Steve James	Newlands	Individual	82
1402	Chris Tata	Other - Upper Hutt	Individual	83
1410	Giles Brown	Lyall Bay	Individual	84
1420	Katie Benson	Khandallah	Individual	85
1427	Robyn	Brooklyn	Individual	86
1429	Jeremy Peters	Newlands	Individual	87
1431	Marko Garlick	Berhampore	Generation Zero	88
1457	Raewyn Hailes	Johnsonville	CCS Disability Action	89
1459	Sandy	Karori	Individual	90
1480	Ron Beernink	Other - Lower Hutt	Individual	91
1482	Kate Jensen	.	Individual	92
1484	Andrew Macbeth	Karori	Individual	93
1496	Allan Mills	Other - Lower Hutt	Individual	94
1504	Claire Pascoe	Ngaio	Individual	95
1529	Marlon Dajevic	Te Aro	Individual	96
1531	Neville Henderson	Newlands	Individual	97
1538	Maddy McVie	Ngaio	Individual	98
1539	Corwin Newall	Tawa	Mana Cycle Group	99
1557	E J Phipps	Te Aro	.	100
1574	Michael Mellor	Seatoun	Individual	101
1582	Tony Randle	.	Johnsonville Community Association Inc	102
1590	Ong Su-Wuen	.	Individual	103
1591	Jeff Staniland	.	Capital Scaffolding	104
1595	Dale Scott		Thorndon Quay Collective	105

Feedback

2

NAME: Nicolas Sabourin	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

See previous comment regarding the need for parking spaces outside 172 Thorndon Quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

5th May 2021

Dear Parents,

FYI, please see letter attached sent to Councilor Nicola Young by myself on the 11th April 2021.

From the 14th April I have had communications with Brad Singh regarding an application for a Loading Zone or a P5/P10 area for safe drop off outside Co Kids.

I have also written to the WCC CEO – Barabara McKerrow who is currently on leave, as I get bounced around the council, I have written to the appointee contacts on the following dates:

15/4, 16/4, 21/4, 22/4, 27/4, 28/4,29/4, 30/4 and the 3/5.

Yesterday I had a call from Brad Singh as I understand the discussion stops with him, and kindly he met with me onsite this morning.

The mixed messages from the Parking Team has not helped anyone as the cyclists complain they must act.

The Co kids Directors knows this is an inconvenience but we are urging you to park in legal parks until this situation can be resolved, the WCC wheels are slow to say the least.

Brad Singh has pointed Co Kids to 4 legal parks a P 5/P10 area north of the centre and outside Where's Charlie's restaurant / AFF Building (detailed pictures attached).

From the 11th May there are submissions being made by the WCC Traffic Engineers to change the parking spaces to parallel – and a provision of a P5/P10 outside our centre.

I will then ask for all our parents help to submit their views on the consultation which ends August, and implemented by year's end.

I now need to remove my staff from the entrance and back to their rooms – this is purely for their own safety as we have had very aggressive abuse from cyclists – which I am appalled by.

As I mentioned I am working on this daily and can't stress enough how frustrating this is.



Stephen Piper, Director, Co Kids
PO Box 9108, Marion Square, Wellington 6141

E:

M:

www.cokids.co.nz

COPY

11th April 2021

Dear Nicola,

Thank-you for speaking with me late Friday afternoon.

I am writing this letter as a concerned Business Owner/ Director of Co Kids Limited, 170 Thorndon Quay, Wellington.

As elected Lambton Ward councilor, I would like you to apply some common sense to the parking situation outside our childcare centre during the morning drop off times between 7.30am – 9.00am and the clearway operating. This needs urgent attention as there is real risk of a serious accident occurring. The points I would like you to take into consideration are as follows:

1. Co Kids is a childcare provider for Wellington CBD workers that services 100 children and 200 parents.
2. Wellington CBD parents choose our services as it provides quick access to their children in case of emergency as the site is close to their workplace – example Earthquakes or other Civil Defense activations.
3. The majority of our parents transport their children to our site in vehicles with their child buckled into car seats. These cars require somewhere to park to allow passengers to safely disembark when accessing the childcare centre.
4. Co Kids recognized the need for parent parking and leased 6 car parks in a neighboring site for the last 2 years. Unfortunately, this arrangement has come to an end.
5. A hotel is being built on the site previously used for parking. The build will take two years.
6. With the removal of the parks, parents now have to navigate across the busy road between 7.30am -9am with their toddlers and babies as there is no safe place to cross as the clearway is operating outside the childcare centre at the same time.

Co Kids has been informed by the Building Owner late Friday afternoon that from Monday 12th April, council parking services will be issuing parking tickets with heavy monitoring during the morning drop off times between 7.30am – 9.00am due to cyclist complaints of cars stopping on the clearway. I have since put a call into Mat Kenny in parking infringement to urgently discuss the situation to find a safe solution.

Nicola, I am asking for the following suggestions to be considered in a speedy manner:

1. A pedestrian crossing installed to service both sides of the road so cars will stop to allow parents and children to cross safely and to reduce the risk of an accident.
2. Parallel parks outside the Co Kids site premise to be in operation at the same time as the clearway (between 7.30 am to 9am). This would keep cyclists and vehicles separated to maintain safety of the cyclists.
3. Develop a solution like the design in front of two other childcare services on the same road – number- 172 Hutt Road, 162 Hutt Road Kaiwharawhara. Co Kids would support this approach. (Steve Spence).

Co Kids would be pleased to work with the cycle community to agree on a safe solution for parents and children pedestrians and cyclists.

Please treat this request with urgency so a common sense solution can be adopted as soon as possible to enable the safety of the clients of Co Kids, a critical service for Wellington CBD working parents.

The Fabric Warehouse
Fabric store

Newtime Global

Baby On The Move
- Wellington Central

Botanica Tinctoria

Where's Charlie?
Thorndon Quay Store

Wellington Dance
& Performing Arts...

Beaurepaires Tyre &
Battery Shop Wellington
Tire shop

Self Warehouse
Pet - Thorndon

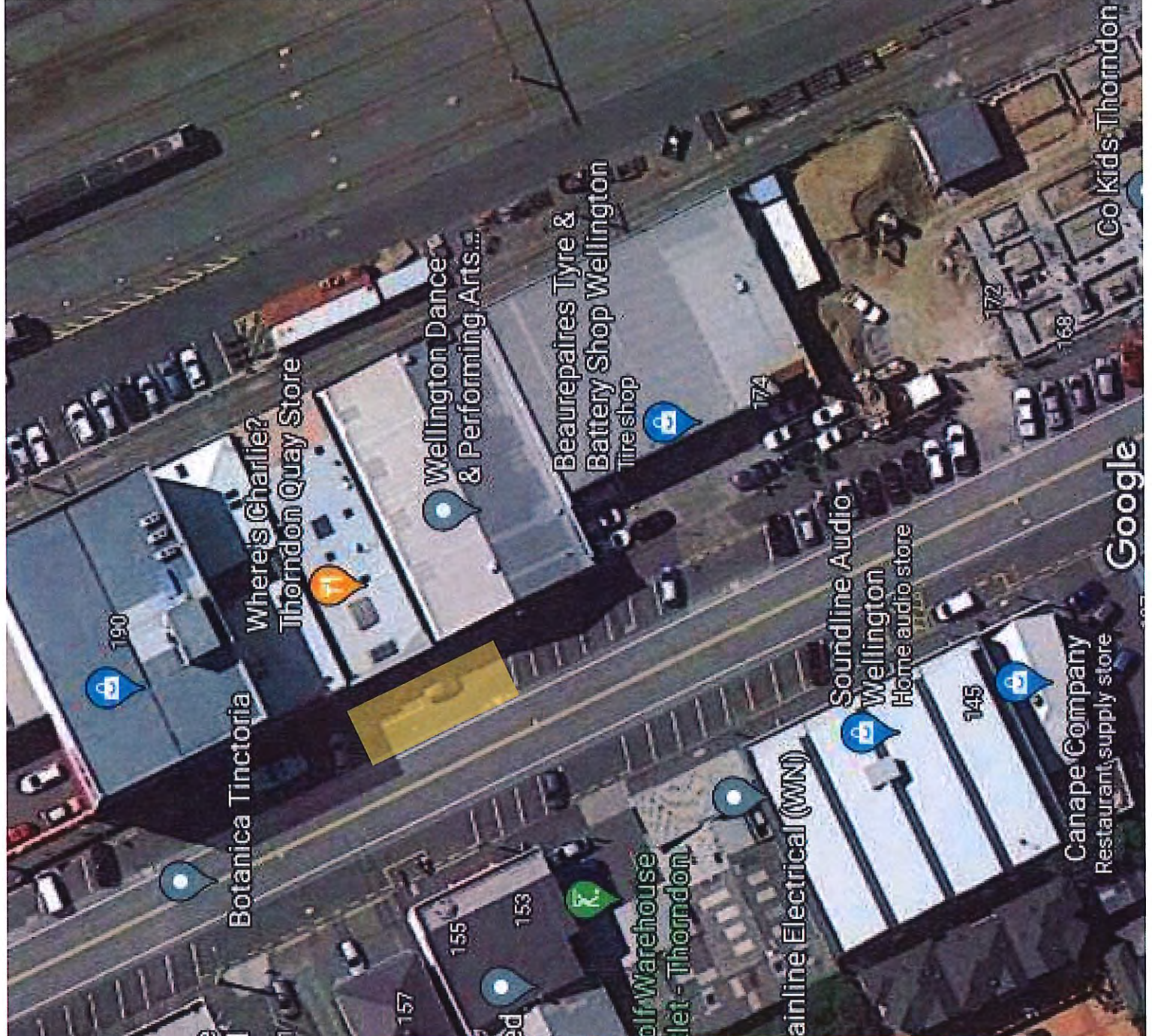
Online Electrical (WNI)

Soundline Audio
Wellington
Home audio store

Canape Company
Restaurant, supply store

Go Kids Thorndon

Google



Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tui McInnes	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change is long overdue. There are definite hazards associated with the angle parking, both as a cyclist and motorist. The current parks are also too small for a number of vehicles that dangerously stick out into the road. As LGWM studies have shown, the occupancy of the parking is fairly limited. Further, the road is extremely wide, so angle parking seems like a rather poor use 50% of the road space.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

23

NAME: DAVID LIM	SUBURB: Other - Porirua	ON BEHALF OF: Cokids	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Fix the parking for Cokids Thorndon Quay urgently!!!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Floyd Chaz Norman	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I'm so happy to see parallel parking proposed. This is fantastic.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Grant Holloway	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Stephen Piper	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Co Kids Childcare centre 172 Thorndon Quay has 100 parents that need to drop of their children, as this service provides a vital service for working CBD parents and they simply don't cycle to work

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

73

NAME: Roland Sapsford	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The link to the traffic resolution is broken so it is difficult to comment in detail. However as mentioned before please prioritise public transport through the location and separation of bus stops and ensure that the focus for parking is on drop off and pick up and short-term visit rather than all-day commuter parking. I strongly support the change to parallel parking on safety grounds and encourage councillors to implement it in a way that supports the provision of safe cycling and public transport infrastructure.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: J McGee	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

133

NAME: Andy Crosland	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Front angle parking is the most dangerous way to park for other road users. Please ban this from all Wellington streets.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

152

NAME: Michael Brook	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Please don't let ideology guide the thinking here. Whilst the angle parking isn't ideal, the proposal will materially reduce the number of parks on the street. This appears to be consistent with the WCC anti car agenda

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

186

NAME: Peter Webb	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Sean Nicolle	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/PIO for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

233

NAME: Rhys	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reference previous comments. Many individuals really have limited options but to drive and this proposal does not really account for that.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

237

NAME: Antoine ZIMERMANN	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

258

NAME: Letitia Harding	SUBURB: Seatoun	ON BEHALF OF: Letitia Harding - Chief Executive	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Absolutely ridiculous. My staff are struggling to find parking as it is. With the new bus terminal and the proposed parking reduction we will no longer be able to run our charity services at the level we currently do. Staff will not be able to commute to work, or use their cars for work purposes - which is an important part of what we do.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

259

NAME: David Barclay	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

NAME: Eric Lin	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Hi, I am one of the many parents who is dropping off my kids to Co Kids Childcare at 170 Thorndon Quay on weekdays. Recently the car park next door is closed for commercial development and we lost our parking spaces. We have concern of the clear way in front of the center parking during 7-9 am where we can't directly park in front of the center for dropping off in the morning. It is very dangerous having to park opposite the street and carry my kids on a busy row without any pedestrian crossing. And it is also dangerous to have to turn around in a busy traffic to go back to city for work. I love this city but can I ask the city council to have more common sense on this matter. You seems to act on cyclist complaints fast, and put a lot of parking warden out in the morning to stop parents from dropping off in front of the center. There is a reason we have to park close at times, could be due to wet weather, crying babies, late for meetings etc. If we park in parallel, I dont see it being any danger to the passing cyclist. Some of these cyclist are crazy, I am sure you have received abusive calls from them to complain about us. Some cyclists even go into the center and insult on the teachers. Looks as if they own the road. Yes they complain about the risk of seeing parallel parking in front of the center, so they get what they want because council acts fast, put out lots of warden doing their jobs properly. They once they pass the center, they have to merge into the road and share it with all the other vehicle and continue to be a danger to all the car drivers. Does all of this make sense? Would council act on their complain and build a cyclist only way all the way through the city to each and every one of their house? I am just disappointed in how this matter is dealt with by the city council. I am convinced if this situation happens in any part of the other world where it is reasonable, it would have been dealt with much differently, and much more quickly. Just think about why we park there, it is for the nest generation of hope in NZ. Cheers Eric

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

262

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
mits chohan	Khandallah	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday that we need outside 172 Thorndon Quay / Co Kids Childcare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

271

NAME: Abbie Pallesen	SUBURB: Woodridge	ON BEHALF OF: Co Kids Thorndon	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area, be used by families and children, and good for local business. This needs to be reviewed as soon as possible before there is an accident, and a young one is hurt or injured.**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

292

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Peter Spencer	Wadestown	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

315

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Brian Jameson	Wadestown	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

366

NAME: Daniel	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

367

NAME: Angela Ward	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

385

NAME: Michael Newman	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking can and must remain on one side of Thorndon Quay. There is no need to get rid of it - especially if you're grade-separating the cycle lanes - parallel parking is more dangerous and slows down traffic. Simply elongate the angles of the parallel parks to enable safer reversing

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

391

NAME: Hayley Moolman	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Feedback is to remove 25m of clearway outside 172 Thorndon Quay (CoKids) to parking 5/10 for parallel parks 7:30-9am and 4-6pm Monday to Friday. A parking bay would be a sensible safe option for us and the kids. Adding another crossing on the northern side of 172 Thorndon quay will increase foot traffic in the area, be used by families and good for local business. The current CoKids drop off is EXTREMELY dangerous for our little kids :(

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

397

NAME: Matt Jones	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Taking angle parking away is essential for the safety of cyclists. There may be some negative affects on businesses from this change. However the risk is too great. According to Waka Kotahi data there have been 32 crashes involving a bicycle over the last 10 years. If the situation continues, I believe there will be a fatality at some point.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

406

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Aria	Te Aro	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Do not make these changes. There already is a huge lack of parking in the area. This is NOT the solution.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

408

NAME: Jack Butler	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

When will you learn that our topography is not fit for the lack of transport options this city has. Adult Cyclists should be registered and pay their share towards road costs and their costs to ACC.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

448

NAME: Mat Hellyer	SUBURB: Tawa	ON BEHALF OF: Wellington Regional Stadium Trust	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

450

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
James Jackson	Hataitai	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Removing parks and increasing the parking prices will kill small businesses on thorndon quay. It will stop single parents from being able to work full time and put a cost on the benefit system as we will not be able to support our families.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

458

NAME: Jeffrey Hazlewood	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There will no be enough parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

462

NAME: Suzanne Hazlewood	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The parallel parking is very dangerous both to drivers having to exit cars onto road and passengers opening doors into cycle way Surely the council could take into consideration that most people that use Thornton Key are there for a reason ie local businesses and if the parking is reduced it will greatly affect these businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

463

NAME: Penny McCabe	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Wellington is a city that is struggling for business. Taking what parking we have available to visit shops, after school activities churches, cafes medical appointments should not be removed. Get Wellington moving should encourage people into the city by whatever means of personal preferred transport.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours

Feedback

515

NAME: Rocio Monge	SUBURB: Glenside	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

535

NAME: Sheena Thomas	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

(Feedback also provided on previous page) While I support changing the angled parks to parallel parks, please also ensure that parallel parks outside childcare centres are allowed to operate even during peak hours/during the existing clearway period. I am very concerned about the safety of my child and other children if this is not confirmed as part of the changes. My child goes to Co-Kids Thorndon Quay, and their leased parking unexpectedly came to an end. It's now incredibly dangerous for me to drop my child off on the way to work when I'm coming from the Northern suburbs. Basically I have to pull a u-turn in peak hour traffic to park on the other side of the road, cross the road with my toddler, cross back to my car, then pull another u-turn in peak hour traffic! I am not the only one who does this. Luckily I am only dropping off one child. Can you imagine a parent trying to look after a toddler and a baby, crossing the road with them and somehow ensuring the toddler doesn't run across the road and get hit by a vehicle while they are getting their baby out of the car seat? This is such an accident waiting to happen. So, my request is that the clearway directly outside Co-kids is removed for 25 m of parallel parking, which would still leave plenty of room for cyclists. To be honest, I do not understand why this hasn't been done already, given there is a **LOADING ZONE** allowed to operate in basically the same spot, and I don't recall any consultation over this. So clearly there is already precedent for being able to do this safely. Please, please, avoid a major incident involving children on Thorndon Quay and remove the clearway directly outside co-kids. My child loves the teachers there and he is learning lots. The management there worked really hard to retain all their teachers during lockdown and it's unfair on them to be impacted by this. Supporting childcare centres in the city also enables parents to work and contribute to businesses in CBD. To summarise, my feedback is to: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room). Also: The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area and be used by families and children. Thank you.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours

Feedback

553

NAME: Rebecca Small	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please see my previous comments regarding the safety of preschool age children

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

619

NAME: Kelvin Wills	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

658

NAME: Lynette	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking holds up traffic. Look at Ghuznee /Vivian St. You drive and think what's going on. Oh, someone is parking under pressure. Current angle parking has room to slow and reverse without impeding. These changes smack of not understanding Wellington. We have hills, wind, rain. We are not a cycling mecca like Amsterdam. We don't have small Thorndon or city shuttles that rove like a hop on hop off. Only then can taking parking away begin to work!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

659

NAME: Mike Ellis	SUBURB: Northland	ON BEHALF OF: Soundline Audio	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

We believe the reduced number of parks will be insufficient to support business in the area. Our clients come from all over the region to visit us.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Ed Oosterbaan	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Disclaimer: I am a cyclist who uses this route daily from the Hutt valley. However, I am very concerned with the assumed benefit that a dedicated bus lane will improve reliability etc during peak time. In 5 years of riding every day along this route at peak time, the ONLY time there is ever any congestion for cars along here is when the entire city is gridlocked due to a crash. Perhaps the only cause of congestion here at peak times is motorists giving way to pedestrians (unnecessarily) on the divided zebra crossings. PLEASE go out there and observe the REAL traffic flows before you narrow a street unnecessarily.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

677

NAME: Dr Marion Leighton	SUBURB: Newtown	ON BEHALF OF: Doctors for Active, Safe Transport	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

While parallel parking is safer than angle, it does not make it safe. Car doors opening into cyclists and pedestrians trying to cross the road blindly is still a problem. This must be extremely temporary and the aim of safe passage along the street over parking is essential.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours
Residents parking

Feedback

684

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Leen	Other - Porirua	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

731

NAME: Andrea Woods	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Removing more Parking is a ridiculous idea. It will be terrible for the businesses. Getting rid of car parks will not make me ride a bike. It will make me head out of town to do shopping or shop online.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

735

NAME: Jené Hattingh	SUBURB: Ohariu	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There isn't enough parking as there is!!! Please don't change the parking! We have a shortage and this just creates more issues. Not solving the real problem here.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

742

NAME: James Fluker	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

764

NAME: Michael Salanoa	SUBURB: Rongotai	ON BEHALF OF: Tranzurban	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Bus layup is being at the Railway interchange on Lambton Quay is being relocated to 248 Thorndon Quay, how will cyclist and pedestrian safety be mitigated with the proposed increase of cyclist and pedestrian traffic through Throndon Quay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

782

NAME: Wendy LePine	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Zero thought has been given to the businesses in the area. Is the Council going to reduce their rates and this will most certainly effect their businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

800

NAME: Nicky Alexander	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

822

NAME: Travis Ancelet	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

833

NAME: Michelle Stronach- Marsh	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I have a business with an office on Thorndon Quay. Many of my suppliers are in this vicinity and I will often park and do some work at my office and then frequent my suppliers intermittently throughout the day. I strongly support cyclists but I am also a business person. Cyclists and pedestrians tend to be in the area at peak traffic times and not during normal business hours. I feel this parking change places an enormous amount of pressure on businesses during a time when cyclists are not using the designated areas. Many of these stores are destination stores and you couldn't cycle home with items from these stores - you need a car to transport them. Therefore access to parking and the stores is imperative.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

858

NAME: Catharine Underwood	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Your statistics aren't based on sound research. There is no need to remove all the angel parking. The issue is one of visibility. The cyclists aren't looking for dangers ahead and drivers aren't taking care when backing out. There is already a clearway between 7 and 9am for the commuting cyclists. And plenty of room for cyclists to take action if needed. I have no issue with the change of the angel parking at the northern end of Thorndon Quay to parallel parking. This is mainly short stay parking anyway and the spaces used for popping into shops. There is no need to remove the angle parking between Davis street and Freedom Furniture. One option is to make the angle less of a 90deg and into a 50deg. That way, smaller cars would be able to see past bigger cars to see what is coming. This is mainly longer stay parking. But what does it matter what I think as you will do it anyway.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

862

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Cam Dickey	Other - Kapiti Coast	BoConcept	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I opposed the proposal for angled parking. This will have a negative impact on many business on Thorndon quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Residents parking

Feedback

868

NAME: Mark Huser	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

874

NAME: Ben Sutherland	SUBURB: Newtown	ON BEHALF OF: 181 Thorndon Quay Limited	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

SUBMISSION ON THE PROPOSED CHANGES TO THORNDON QUAY

To: Let's Get Wellington Moving
Email: tqhr@lgwm.nz
CC:

From: 182 Thorndon Quay Limited/Self Help Limited
Submitter: Ben Sutherland, Director
Phone: [REDACTED]
Email: [REDACTED]

Our submission relates specifically to Thorndon Quay, near Davis St.

INTRODUCTION

This submission is made by 182 Thorndon Quay Limited (182TQ) and Self Help Limited (SHL). We are the landlord of Wellington Dance (WDA) and AWF. Those businesses will make their own submission sharing similar concerns. Thank you for the opportunity to submit regarding the proposed LGWM changes to Thorndon Quay.

SUMMARY

We have significant concerns related to the safety of the community, the lack of impact study on the existing community groups, discrimination with prejudicial treatment of different categories of people, on the grounds of race, age, sex, and disability. The proposed road changes will significantly alter and prevent existing community users from safely accessing Thorndon Quay in favour of a privileged minority group that could commute on another roadway.

We have concerns around:

- No impact study on wellbeing of the existing community users
- No impact study on the financial impact of removing the existing community from Thorndon Quay and replacing it with commuters.
- No impact study on the cost of removing access of arts to the community
- No impact study on reduction of activity levels of girls and LGBTQ+ children. Our arts and culture community has a higher participation by females and the LGBTQ+ community.
- Adding a traffic lane (4-6pm bus lane), and its impact on pedestrian and crossing safety.
- The impact of removing parallel parking on the safety impact on all of the community.
- Inclusiveness/Discrimination, with overweighting of importance given to a small number of NZ European males cycle commuters over females and the LGBTQ+ community.

If the proposal is to proceed, these concerns can be addressed by:

- Locating a new pedestrian crossing in the vicinity of Wellington Dance and Co Kids Childcare Centre;
- Redesigning and increasing the number of pedestrian crossing to allow buses to use clearway
- Providing a drop-off / pick-up zone outside 182 Thorndon Quay.
- Allowing busses to use am and pm clearways
- Keeping angled parking in many areas and installing a peak clearway for northbound traffic and cyclists.

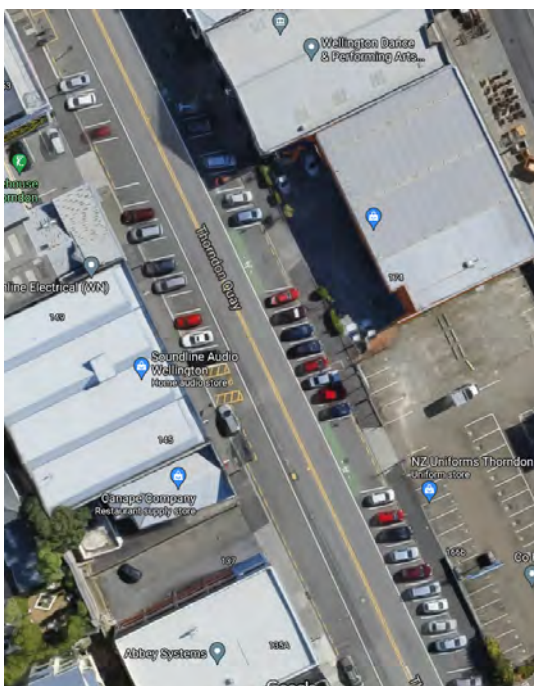
Finally, we support improvements to the Thorndon Quay streetscape and well-considered efforts to improve safety for all cyclists, pedestrians and visitors to our community.

INFORMATION ABOUT SELF HELP AND 182 TQ

Self Help Limited and 182TQ is a long-standing community investor located at 182 Thorndon Quay. This group started the community investment on 1 Thorndon Quay in 1922.

The Self Help Co-operative was established as New Zealand's first social enterprise and first self-service retail grocery store 1 Thorndon Quay in October 1922. Instead of making the highest possible profit on goods sold, the Self Help Co-op rejected normal trading methods and sold goods for the lowest possible profit. This meant the public could purchase higher-quality groceries at lower prices, stretching their hard-earned wages further.

182 TQ chose Thorndon Quay as a CBD fringe location to increase arts and community diversity in an area which allows access to many Wellington suburbs. Our particular building was chosen as it has space for the large, high-stud rooms required for sport and art classes for Wellington Dance.



LACK OF IMPACT ASSESSMENTS

LGWM has not accessed the economic and social impacts from removing access to most of Wellington community by removing 76% car parking.

On the 600m 'Davis St to Motorway Overpass' stretch on which the 182 TQ is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction). The normal use of parking on a Saturday is between 80 to 120 customer vehicles at any one time. Google maps shows car park use of 80% of the 185 parks.

At the very least LGWM and WCC should be considering the financial impact on the

Wellington community and the rateable value of the area. Before any changes proceed the council and community should know the possible financial impact on employment, business community and council income. The proposed plan looks very similar to current Adelaide Road which is a 'community dead zone'.

Thorndon Quay is one of Wellington's last open malls. The proposed parking changes will reduce the ability for the community to access services on Thorndon Quay. These services will almost certainly relocate to Hutt Valley and Porirua. The impact will increase vehicle emission and reduce the livability of Wellington. The removal of services will further push families out of Wellington. There are many other areas that a cycleway may be placed that would have minimal negative impact on the existing community, these include Aotea Quay, an overbridge to the stadium walkway, or the rail yard behind thorndon Quay.

No assessment has been made on the impact on existing community users' wellbeing. The removal of reliable access to the community will negatively impact mothers, young females and LGBTQ+ users. These groups have lower participation rates in sports and movement activities (like dance) removing the ability for them to access movement will be harmful to health and mental wellbeing.

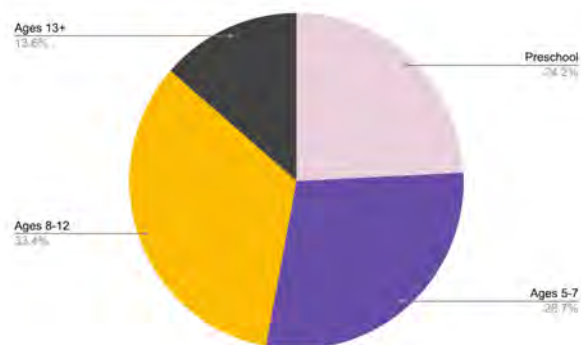
SITE SPECIFIC INFORMATION

182TQ is a destination for dancers aged from 2 ½ years old through to 18 years (see ages of students to right). The majority of dancers come from local central, western and northern areas such as Wadestown, Northland, Thorndon, Ngaio, Khandallah, Te Aro, Roseneath and Mount Victoria. A smaller percentage come from further afield, such as Seatoun, and Johnsonville and beyond.

CUSTOMER ACCESS

Preschoolers and juniors (ages 2-7) are accompanied into 182 TQ by their parents. (It is common for some younger siblings to accompany their parents.) Classes for younger children are scheduled weekdays 3.45-5.45pm or weekend mornings 8.30am to 12.00pm.

The senior students (ages 8-18) are more likely to be dropped off and picked up. Parents may only come into the studio briefly. These students are also more likely to be allowed to walk or catch a bus or train from school.



WDA is a destination for its students. Given the duration of classes, we consider it unlikely that removing parking options will encourage parents to make a significant modal change in how they travel to WDA. We ask WCC and LGWM to consider how our parents can still safely park and bring younger students (and often siblings) inside, or drop off older students.

CHANGES NEEDED TO MEET LGWM OBJECTIVES

SAFETY FOR PEDESTRIANS (LGWM OBJECTIVE II)

We support the objectives of improving pedestrian safety. However, it is not clear from the documentation available on the LGWM website in relation to the Thorndon Quay proposal that WDA has been considered.

Reference is made to 'educational activities' in the TQHR Strategic Case Report as driving the pedestrian activity on Thorndon Quay (p 30). We assume this includes WDA, although we are not certain.

However, we are worried that our studio has been overlooked in the strategic case, which does not mention a dance studio in the description of the Davis St to Tinakori Road stretch: "Cafes, day care centre, vehicle repairs, trades shops, large format retail – carpet store, furniture, plumbing supplies etc."

The report focuses on a morning 7-9am 'peak' of 230 pedestrians (TQHR Strategic Case Report, Section 2.2.3, p. 19). WDA has peak pedestrians of at least these numbers outside of the morning peak.

As noted above, during several two-hour periods, we have more than 230 people visiting the studio:

- Wednesday (3.45-5.45pm class start time) = 232 people (dancer plus 1x caregiver)
- Saturday (8.30-10.30am class start time) = 314 people (dancer plus 1x caregiver)
- Saturday (11.00-1.00pm class start time) = 270 people (dancer plus 1x caregiver)

Lack of recognition of these pedestrian movements is concerning. In particular, WDA is concerned that this lack of recognition means the safety of our dancers as pedestrians has not been considered. (We provide further detail about our specific concerns later in this submission.)

Currently, the two closest pedestrian crossings are 210m (Bordeaux) and 188m (south of Davis St) away from the studio. These pedestrian crossings are too far from WDA for them to be used to cross the road.

According to LGWM, the safety risk on Thorndon Quay is greater for pedestrians than vehicles, and 'Problem 3' notes that there are 'pockets or clusters of pedestrian activity along the corridor which are not well catered for' (TQHR Strategic Case Report, p. 7).

The figures above show that our studio has created a high concentration of children and parents in our area of Thorndon Quay – a pocket or cluster of pedestrian activity on its own (and further increased when Co Kids childcare is considered).

We note LGWM's conclusions below (p. 7)

- "Focus on high pedestrian activity areas in terms of amenity and infrastructure provision needs to be given for Thorndon Quay.
- Focus on road safety risk reduction for vulnerable users on Thorndon Quay and Hutt Road and vehicles on Hutt Road.
- In relation to safety improvements for vulnerable road users, further analysis and site-specific investigation will be needed to ensure that interventions are well designed and targeted".

The ages and numbers of our dancers set out above confirm that our students are 'vulnerable users' and that further site-specific interventions are needed in the vicinity of WDA (and Co Kids Childcare Centre). It is critical that the safety risk to our pedestrians (as articulated in LGWM's documents) is addressed.

IMPROVE STREETScape / AMENITY (LGWM OBJECTIVE IV)

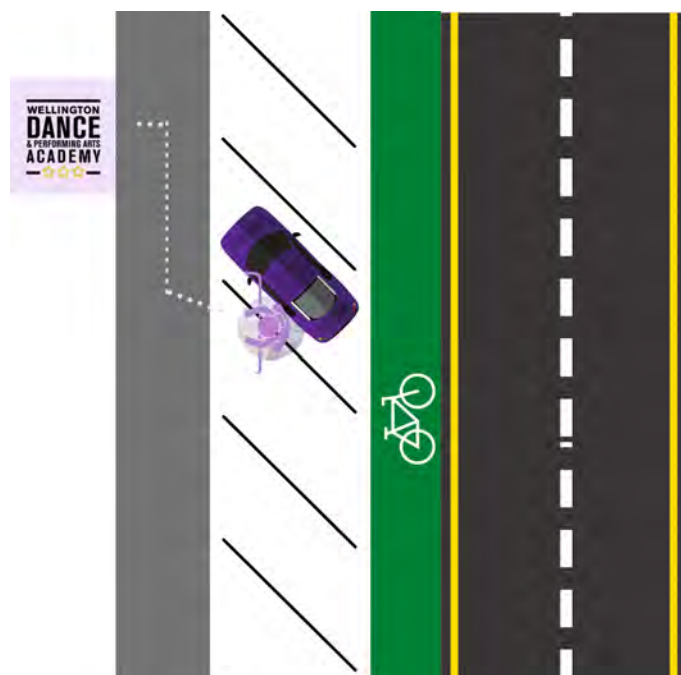
We support any efforts to acknowledge that Thorndon Quay is not just a thoroughfare, it is a unique urban community of businesses and retailers, their workers and customers, daycare, dance, yoga and fitness centres, churches, offices, cafes, building owners and others, who have all contributed to enhancing the social and economic fabric of the area over time.

Amenities such as benches, greenery, shade, rubbish bins and bike racks will make Thorndon Quay a better place for work, shopping and recreation. We also support any efforts to signal to commuter cars and commuter cyclists that they are entering an activity street and need to be aware of those coming and going.

SPECIFIC CONCERNS

NEW HAZARDS FOR CHILDREN ARRIVING BY CAR

CURRENT: Angle parking allows safe access to the footpath for children and parents from either side of a car.

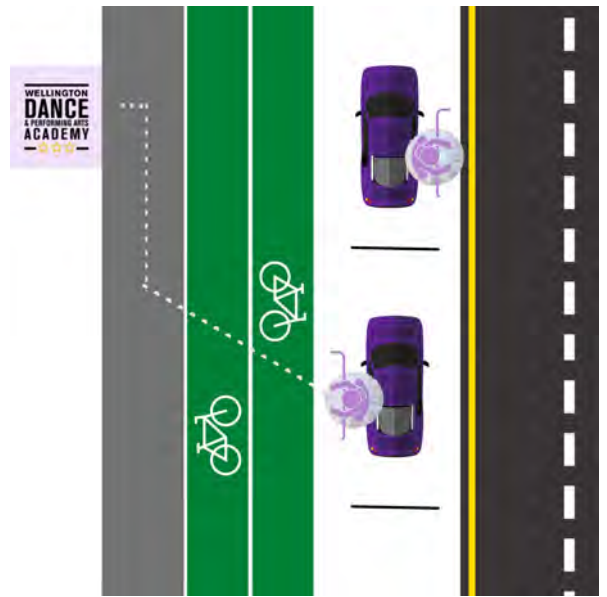


PROPOSED: Proposed parallel parking and the bidirectional cycleway with buffer will require parents and children to exit the car on the traffic or cycle path sides and to cross the buffer and cycleway - looking both ways.

We ask that LGWM carefully consider the safety of children getting out of cars and crossing the proposed bidirectional cycleway.

Please consider in particular the following:

1. An estimated 661 approx northbound evening peak cyclists will be on the path by 2024 during our peak after-school period (also a key time for Co Kids childcare pick-ups) (TQHR Strategic Case Report, p. 14).
2. As there will be a bus lane in operation on the western side of the road, all families travelling by car will have to park on our (eastern) side of the road, and cross the cycleway during the evening cyclist peak. This will further increase student/cyclist interactions.



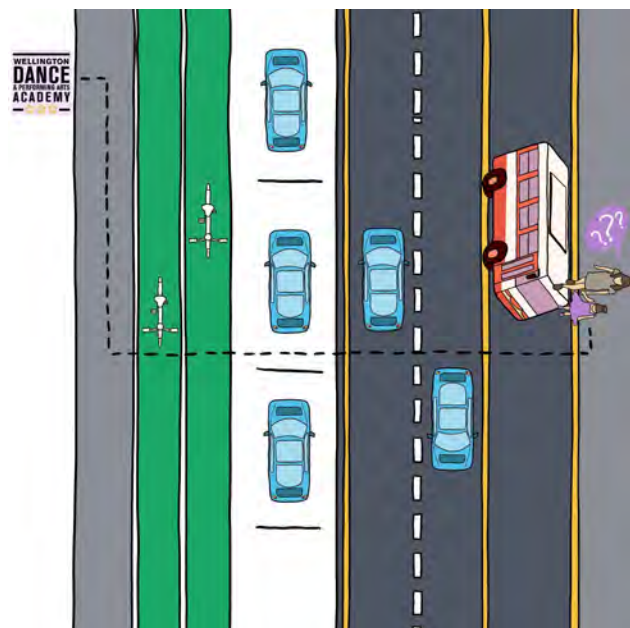
NEW HAZARDS FOR CHILDREN/FAMILIES TRYING TO CROSS THE ROAD

Our dancers may need to cross Thorndon Quay when:

- Walking from school
- Arriving by bus from the south
- Arriving by car and not being able to find a park on the eastern side.

The 30 April 2021 MCA Summary Report recognises the safety risks in relation to crossing Thorndon Quay. It states at 3.3/page 6, when discussing Investment Objective 2:

“All options improve the level of service, and reduce the safety risk, for people walking and cycling on Thorndon Quay and Hutt Road, as well as capacity for cycling growth. The assessment noted that the increasing lanes may create safety concerns for cyclists, pedestrians and other vehicles to cross. These elements will be further considered during design.” (emphasis added).



We are concerned about the addition of a bus lane (northbound) 4-6pm (after school), creating three traffic lanes to cross, increasing safety risks for pedestrians coming to or from WDA.

BUS LANE = REDUCED AFTER-SCHOOL ACCESS FROM THE SOUTH

We are concerned that the proposed northbound bus lane will make it difficult for parents to drop off / pick up their children from the studio and also Co Kids Childcare Centre close to us.

As discussed earlier in this submission, WDA is a destination. The inability to park on the northbound side is likely to cause difficulties in parent drop off and pick up during the evening peak. They are likely to have to travel some distance to turn around, in order to park. This need to turn around is likely to cause consequential issues on side streets which will provide the first opportunity to turn around.

BUS LANE = 76% REDUCTION IN PARKING SPACES

WDA peak afternoon times are (3.45-5.45pm). This time coincides with the planned 4-6pm northbound bus lane, which reduces the number of available car parks significantly.

On the 600m 'Davis St to Motorway Overpass' stretch on which the studio is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction). The current usage of parks on Thorndon Quay is generally higher than 100.

REDUCED PARKING = REDUCED ACCESS

We are also concerned about the broader impacts of obstacles to accessing the studio. Dance has proven benefits in terms of fitness, mental health, and a creative, inclusive space for children.

INCLUSIVENESS

Our community at 182 TQ serves many different cultures and genders. We have worked hard to create a safe space for vulnerable gender fluid children, which we over represented in when compared to the schools. The activities in our space are used by many females and mothers.

The cycle group that will benefit most from the proposed changes are 76% to 80% NZ european male, the projected 661 users (in 2024) represents a smaller number of individual users than in our studio.

WDA studio current users would be approximately 600 students, at minimum 600 parents and at least 300 students siblings. Our current users are more than double the 2024 projected cyclists, however our opinions, feelings and needs are considered less important.

The overweighting of importance given to a very small number of privileged NZ European males cycle commuters that only use the area before 9 am on weekdays discriminates against mothers, young children, gender fluid children and the disabled.

Solutions

We are prepared to work with LGWM and its transport/traffic experts and provide any information required to find solutions that will ensure the safety of our community.

We ask that LGWM:

- Move a crossing or add a crossing closer to our pocket of children's activity (WDA & Co Kids).
- Create a safe drop off zone - which signals to cyclists that vulnerable users are present. (A reasonably sized drop off zone is currently provided for the construction work occurring at 174 Thorndon Quay.)
- Reduce danger to children walking (or walking from far away parking) by not implementing the proposed 4-6pm bus lane.
- **Reduce a 75% loss of parking spaces (from 182 spaces to 44 spaces) within 500m of the studio to a 48% loss of parking spaces (90 parks within 500m).**
- Improve the pleasantness and attractiveness of Thorndon Quay for families to help offset the loss of parking spaces.
- Find an alternative location for a cycleway, where motor vehicles and bikes will not mingle.
- Allow buses to use the existing clearway

Making these changes is consistent with the Investment Objectives of the project as articulated in various project documents, including TQHR Strategic Case Report, p. 60):

Investment Objective 2: Improve Level of Service, and reduce the safety risk, for people walking and cycling along and across Thorndon Quay and Hutt Road.

Investment Objective 4: Improve the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area.

Conclusion

Thank you for considering this submission. 182TQ would like the opportunity to speak to this submission – either at a hearing, if one is to be held, or at a meeting with officials.

NAME: Emma Sutherland	SUBURB: Newtown	ON BEHALF OF: Wellington Dance & Performing Arts Academy (182 Thorndon Quay)	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

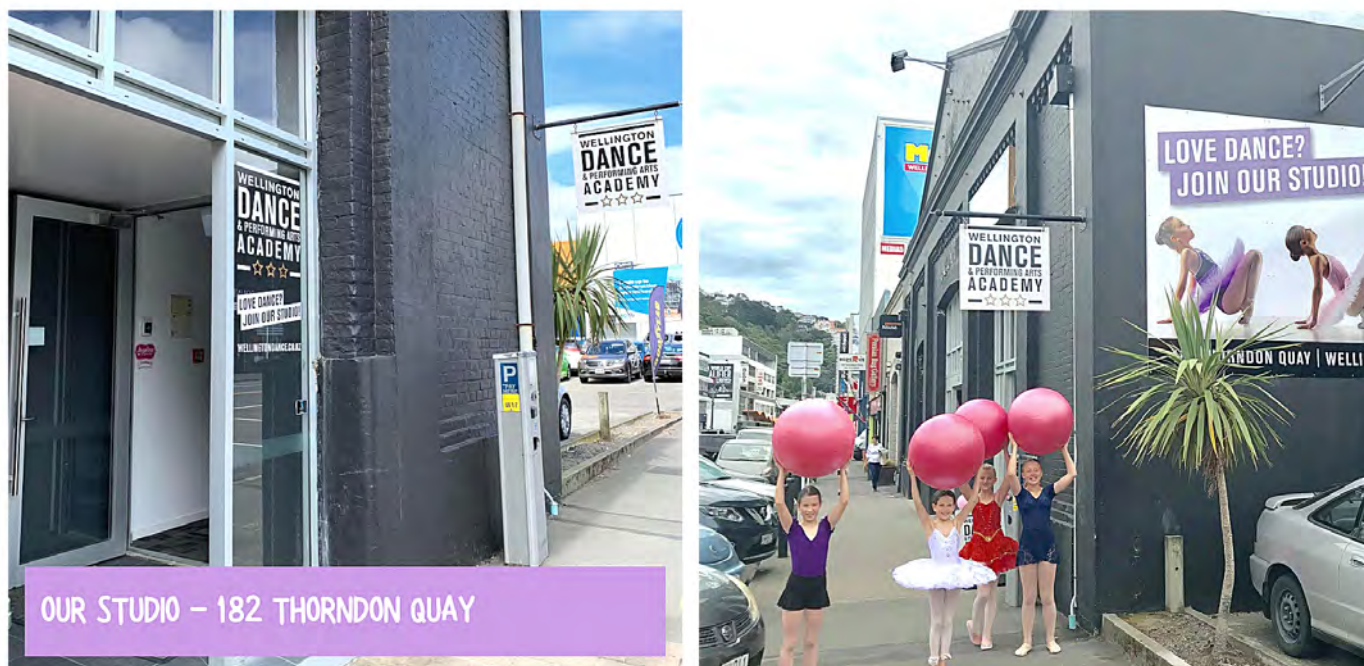
Do you wish to make any comments about this Thorndon Quay parking change?

Thorndon Quay has no side streets and diminishing private parking space to mitigate parking loss.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

SUBMISSION ON THE PROPOSED CHANGES TO THORNDON QUAY



To: Let's Get Wellington Moving
Email: tqhr@lgwm.nz
CC: councillors@wcc.govt.nz

From: Wellington Dance & Performing Arts Academy, 182 Thorndon Quay
Submitter: Emma Sutherland, Studio Director
Phone: [REDACTED]
Email: [REDACTED]

Our submission relates specifically to Thorndon Quay, near Davis St.

INTRODUCTION

This submission is made by Wellington Dance & Performing Arts Academy (**WDA**). WDA is a long-standing dance studio, located at 182 Thorndon Quay.

Thank you for the opportunity to submit regarding the proposed LGWM changes to Thorndon Quay.

SUMMARY

We have significant concerns related to the safety of children on their journeys to and from WDA. The concentration of students attending WDA in the evening peak and weekends does not appear to have been considered by LGWM.

We have concerns around:

- Safety of children getting out of parked cars (bi-directional cycleway between parking and footpath)
- Adding a traffic lane (4-6pm bus lane), and its impact on access and crossing safety.
- Change to parallel parking decreasing safety and ease of access to the studio for dancers and families.

If the proposal is to proceed, these concerns can be addressed by:

- Locating a new pedestrian crossing in the vicinity of WDA and Co Kids Childcare Centre;
- Addressing the conflict between cyclists and students and parents entering the studio;
- Providing a drop-off / pick-up zone outside WDA.

Our submission provides information about the patterns of the 1110+ dancer journeys to our studio each week, and seeks that the safety of the children is considered further, in any change coming to our neighbourhood.

Finally, WDA supports improvements to the Thorndon Quay streetscape and well-considered efforts to improve safety for all cyclists, pedestrians and visitors to our studio.

INFORMATION ABOUT WDA, ITS DANCERS AND THEIR MOVEMENTS

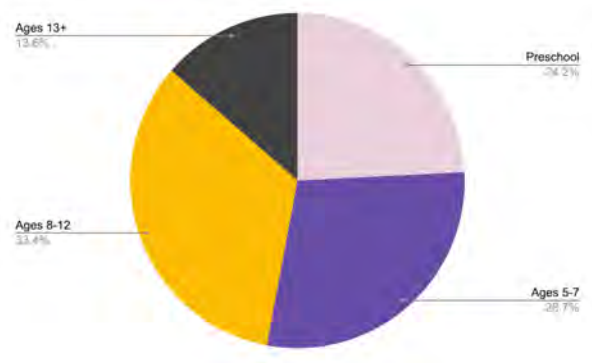
WDA (formerly Paula Hunt Dance) was established in 1972 and has been based on Thorndon Quay since 2012.

We chose Thorndon Quay as a CBD fringe area which allows access to many Wellington suburbs. Our particular building was chosen as it has space for the large, high-stud studio rooms required for dance classes.

CHILD JOURNEYS TO WELLINGTON DANCE

The studio is a destination for dancers aged from 2 ½ years old through to 18 years (see ages of students to right).

The majority of dancers come from local central, western and northern areas such as Wadestown, Northland, Thorndon, Ngaio, Khandallah, Te Aro, Roseneath and Mount Victoria. A smaller percentage come from further afield, such as Seatoun, and Johnsonville and beyond.



JOURNEY PATTERNS DURING THE WEEK

Around 600 students dance at WDA. As some students take multiple classes, our dancers make over 1100 journeys per week to the studio.

Our busiest periods are between 3.45 and 5.45pm weekdays (which coincides with the evening peak). Saturday mornings are also a busy time for us.

The following table shows visitor numbers to the studio in our peak periods. It assumes each dance brings only one caregiver.

DAY OF WEEK	PEOPLE ATTENDING (DANCER + 1x PARENT)
Weekday afternoon (3.45-5.45pm class start time)	
Monday	188
Tuesday	138
Wednesday	232
Thursday	170
Friday	136
Weekday evening (5.45-7.45pm class start times)	
Monday	104
Tuesday	98
Wednesday	100
Thursday	122
Friday	98
Weekend morning (8.30-10.30am class start times)	
Saturday	314
Sunday	44
Weekend lunchtime (11.00-1.00pm class start times)	
Saturday	270
Sunday	38
Weekend afternoon (2.00-4.00pm class start times)	
Saturday	216

Classes range in time from 30 minutes for younger dancers, through to 45 minutes to 1.5 hours for older dancers. Some older students may have 2 classes in a row.

DANCERS MODES OF TRANSPORT

Preschoolers and juniors (ages 2-7) are accompanied into the studio by their parents. (It is common for some younger siblings to accompany their parents.) Parents help them get dressed and ready and can watch classes through viewing windows. Classes for younger children are scheduled weekdays 3.45-5.45pm or weekend mornings 8.30am to 12.00pm.

Our grades and senior students (ages 8-18) are more likely to be dropped off and picked up. Parents may only come into the studio briefly. These students are also more likely to be allowed to walk or catch a bus or train from school.

WDA is a destination for its students. Given the duration of classes, we consider it unlikely that removing parking options will encourage parents to make a significant modal change in how they travel to WDA. We ask WCC and LGWM to consider how our parents can still safely park and bring younger students (and often siblings) inside, or drop off older students.

CHANGES NEEDED TO MEET LGWM OBJECTIVES

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We support the objectives of improving pedestrian safety. However, it is not clear from the documentation available on the LGWM website in relation to the Thorndon Quay proposal that WDA has been considered.

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However, we are worried that our studio has been overlooked in the strategic case, which does not mention a dance studio in the description of the Davis St to Tlnakori Road stretch: "Cafes, day care centre, vehicle repairs, trades shops, large format retail – carpet store, furniture, plumbing supplies etc."

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Lack of recognition of these pedestrian movements is concerning. In particular, WDA is concerned that this lack of recognition means the safety of our dancers as pedestrians has not been considered. (We provide further detail about our specific concerns later in this submission.)

Currently, the two closest pedestrian crossings are 210m (Bordeaux) and 188m (south of Davis St) away from the studio. These pedestrian crossings are too far from WDA for them to be used to cross the road.

According to LGWM, the safety risk on Thorndon Quay is greater for pedestrians than vehicles, and 'Problem 3' notes that there are 'pockets or clusters of pedestrian activity along the corridor which are not well catered for' (TQHR Strategic Case Report, p. 7).

The figures above show that our studio has created a high concentration of children and parents in our area of Thorndon Quay – a pocket or cluster of pedestrian activity on its own (and further increased when Co Kids childcare is considered).

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The ages and numbers of our dancers set out above confirm that our students are 'vulnerable users' and that further site-specific interventions are needed in the vicinity of WDA (and Co Kids Childcare Centre). It is critical that the safety risk to our pedestrians (as articulated in LGWM's documents) is addressed.

IMPROVE STREETScape / AMENITY (LGWM OBJECTIVE IV)

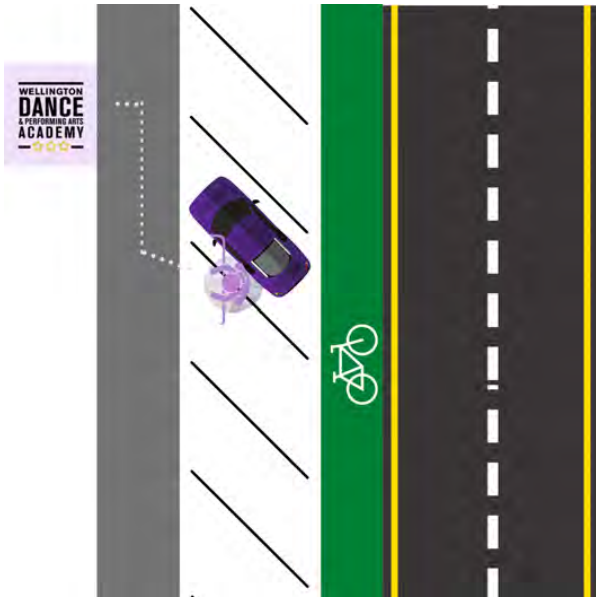
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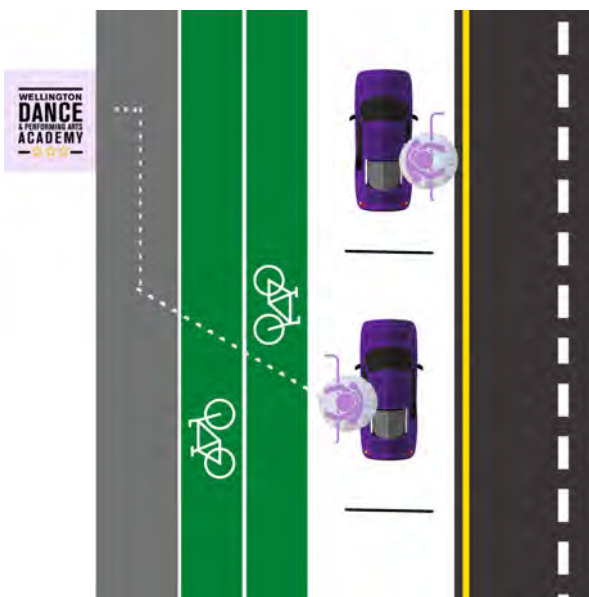
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NEW HAZARDS FOR CHILDREN ARRIVING BY CAR

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PROPOSED: Proposed parallel parking and the bidirectional cycleway with buffer will require parents and children to exit the car on the traffic or cycle path sides and to cross the buffer and cycleway - looking both ways.



We ask that LGWM carefully consider the safety of children getting out of cars and crossing the proposed bidirectional cycleway.

Please consider in particular the following:

1. An estimated 661 approx northbound evening peak cyclists will be on the path by 2024 during our peak after-school period (also a key time for Co Kids childcare pick-ups) (TQHR Strategic Case Report, p. 14).
2. As there will be a bus lane in operation on the western side of the road, all families travelling by car will have to park on our (eastern) side of the road, and cross the cycleway during the evening cyclist peak. This will further increase student/cyclist interactions.

NEW HAZARDS FOR CHILDREN/FAMILIES TRYING TO CROSS THE ROAD

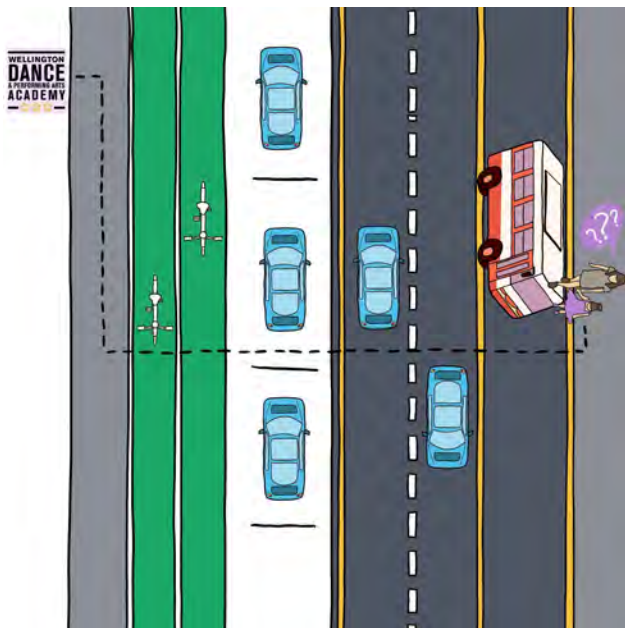
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*“All options improve the level of service, and reduce the safety risk, for people walking and cycling on Thorndon Quay and Hutt Road, as well as capacity for cycling growth. The assessment noted that the **increasing lanes** may create safety concerns for cyclists, pedestrians and other vehicles to cross. These elements will be further considered during design.” (emphasis added).*

We are concerned about the addition of a bus lane (northbound) 4-6pm (after school), creating three traffic lanes to cross, increasing safety risks for pedestrians coming to or from WDA.



BUS LANE = REDUCED AFTER-SCHOOL ACCESS FROM THE SOUTH

We are concerned that the proposed northbound bus lane will make it difficult for parents to drop off / pick up their children from the studio and also Co Kids Childcare Centre close to us.

As discussed earlier in this submission, WDA is a destination. The inability to park on the northbound side is likely to cause difficulties in parent drop off and pick up during the evening peak. They are likely to have to travel some distance to turn around, in order to park. This need to turn around is likely to cause consequential issues on side streets which will provide the first opportunity to turn around.

BUS LANE = 76% REDUCTION IN PARKING SPACES

As discussed earlier, our peak afternoon times are (3.45-5.45pm). This time coincides with the planned 4-6pm northbound bus lane, which reduces the number of available car parks significantly.

On the 600m 'Davis St to Motorway Overpass' stretch on which the studio is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction).

We ask that this significant loss is mitigated by either:

- Not implementing the proposed 4-6pm bus lane, allowing use of parking spaces on the western side during our after-school / business hours.
- Providing a drop off zone where parents can take their children safely inside the studio before returning to their cars to find a parking space.

REDUCED PARKING = REDUCED ACCESS

While WDA's submission has focused on safety issues for dancers, we are also concerned about the broader impacts of obstacles to accessing the studio.

According to Healthline (<https://www.healthline.com/health/fitness-exercise/benefits-of-dance>), dance has proven benefits, including:

- Improving cardiovascular health
- Improving balance and strength
- Boosting cognitive performance
- Being inclusive and a safe place for self-expression
- Reducing stress, decreasing the symptoms of anxiety and depression, and boosting self-esteem.

SOLUTIONS

We are prepared to work with LGWM and its transport/traffic experts and provide any information required to find solutions that will ensure the safety of our dancers and their families.

We ask that LGWM:

- Move a crossing or add a crossing closer to our pocket of children's activity (WDA & Co Kids).
- Create a safe drop off zone - which signals to cyclists that vulnerable users are present. (A reasonably sized drop off zone is currently provided for the construction work occurring at 174 Thorndon Quay.) Ideally, cyclists should give way to children in this zone.
- Mitigate the 75% loss of parking spaces 4-6pm weekdays (after school) - from 182 spaces to 44 spaces on the Davis St to Tinakori Road stretch - to a 48% loss of parking spaces by either:
 - Not implementing the proposed 4-6pm bus lane
 - Providing a drop off zone where parents can take their children safely inside the studio before returning to their cars to find a parking space.

- Improve the pleasantness and attractiveness of Thorndon Quay for families to help offset the loss of parking spaces.

Making these changes is consistent with the Investment Objectives of the project as articulated in various project documents, including TQHR Strategic Case Report, p. 60):

Investment Objective 2: Improve Level of Service, and reduce the safety risk, for people walking and cycling along and across Thorndon Quay and Hutt Road.

Investment Objective 4: Improve the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area.

NEXT STEPS

Thank you for considering this submission. WDA would like the opportunity to speak to this submission – either at a hearing, if one is to be held, or at a meeting with officials.



Thorndon Quay parking changes – June 2021

Feedback

900

NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins



P.O. Box: 27 120 Wellington
cycwell.wordpress.com

Twitter: [@CycleAwareWgtn](https://twitter.com/CycleAwareWgtn)

Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

Thorndon Quay Hutt Road

Cycle Wellington submission

We would like to make an oral submission. Please contact alex.m.dyer@gmail.com

General feedback

We applaud the team for a quality design and consultation.

The two-way separated bike path on one side of the road makes sense for connection with Hutt Road.

We agree that the separation of the cycling path from the general traffic and footpath is essential.

Cycle Wellington notes how long Wellington and Hutt cycling advocates have been calling for safety and other improvements at this location for people on bikes. We still hope for a quicker turnaround of intervention / implementation that realises safety measures than is currently scheduled. We would like to hear how safety along this corridor can be improved early and during implementation of the final solution.

3m is too narrow for the volume of cyclists expected at peak times along both THorndon Quay and Hutt Road. The number of driveways crossing the path, and business activities that may encroach on the lane (e.g.: deliveries, rubbish for collection), means a 4m+ width would provide valuable space to safely avoid hazards. The path needs to remain safe and accommodating for counter-peak riders.

Thorndon Quay

Design details: needs features to prevent vehicles entering the bike lane and parking on it (e.g.: for deliveries). Needs good sight lines at driveways with good setbacks of parking at each driveway - and speed bumps or other physical features to slow turning traffic.

Parking: needs plenty of short-stay loading bays reserved for deliveries and pickups. Otherwise people will park on the bike lane or in other unsafe locations. Shorter stay parking time limits may help ensure greater parking availability at all times for all purposes.

Bus lanes: need long enough operating hours to cover the full time they would be useful (especially managing the start where people may overstay and cause congestion). Suggest

longer (starting earlier to allow enforcement/towing) than current clearway time, for example. Stricter, more responsive enforcement and towing will be needed from day one for these bus lanes to flow properly.

Hutt Road

The expected popularity of Te Ara Tupua will create pressure here if too narrow, especially at intersections (e.g.: connections at Ngauranga). The footpath under the bridge is clearly not a suitable solution. Keen to see what is planned here to match the quality of experience designed for further north.

We support the raised central median. We are unclear if the intended purpose is to reduce or eliminate right turns across the bike path. If the intention is elimination - then the design details must counter the substantial growth in size of private vehicles these days. Many people drive SUVs, double-cab utes and off-road vehicles around town (sadly). Traditional raised medians that are kerb height will be ineffective at eliminating these types of vehicles from turning over them. Businesses are also likely to oppose the raised median. Maybe a safe provision for turning that's closer than current ideas (Aotea Quay roundabout and Glover St.) would reduce opposition. A signalised u-turn facility somewhere to keep this safe - e.g.: at one of the new signalised pedestrian crossings, where it could share a lights phase.

About Cycle Wellington

Cycle 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 Wellington
8 June 2021

Feedback

936

NAME: Jordan Dallimore	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Is this going to additional parking? If not it is a terrible idea! This is not a city centre area and is traveled to by people from all over the greater Wellington area. People from Churton park are not going to cycle into to Thorndon to pick up a new side table for their home.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

937

NAME: Chuyaun Chen	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

957

NAME: Lawrence Collingbourne	SUBURB: Khandallah	ON BEHALF OF: Onslow Residents Community Association	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

Please see our attached written submission

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?



ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

Submission of the Onslow Resident's Community Association for the Let's Get Wellington Moving: Thorndon Quay and Hutt Road 2021

The Onslow Residents Community Association represents the areas of Khandallah, Broadmeadows and Kaiwharawhara. Our purpose is to act as a conduit between the community and local authorities, represent the views and interests of our three communities, promote, develop and improve the public services and facilities for our community and foster a sense of community. We are a voice for our community.

[Overview](#)

The Onslow Residents Community Association is pleased to make a submission on the proposed changes to Thorndon Quay and Hutt Road (TQHR) as part of Let's Get Wellington Moving (LGWM). This is based upon the views of our Committee.

We support specific improvements to road, pedestrian and cycling safety and the diversion of large vehicles going to the ferries.

We believe there are serious safety issues with the proposed cycleway that must be rectified.

If there is an opportunity we also wish to make an oral submission.

We will answer the key questions around transport mode changes and then focus on the key points we wish to make. Finally, we will summarise recommendations for modifications to the proposals.

[Answers to the questions in the submissions questionnaire](#)

We have completed an online questionnaire. However, we have not answered the questions of qualitative assessment about how we feel nor the undefined vision statement.

We have the following comments on the material questions about transport modes:

1. Walking in the area will be largely unaffected on footpaths if they are kept wide enough, improved on the Hutt Road by separating out the cycles (although hardly anyone walks it), and that crossing Thorndon Quay will be made safer by using signalled crossings; however leaving a parked vehicle to cross a cycleway would be unacceptably dangerous.
2. Using a bus will be improved at morning peak through reduced travel times on a bus lane; however it will be largely unaffected during most of the day, and we are unconvinced that a northern bus lane is required.
3. Riding bikes will be made safer by removing the angled parking; however we consider a dedicated cycleway on the south side of Thorndon Quay to be unsafe due to the large number of vehicle exits from buildings.
4. Driving Thorndon Quay may be impacted by parallel parking and at off-peak signalled crossings (unless they are Smart crossings); however parking will be safer by removing the angled parking.

5. Driving Hutt Road could be impaired by the new central meridian, as while it may improve safety, drivers will be confused as to how to get to businesses along the road and their trade will suffer.
6. We do not live in the area and cannot comment on this.
7. We do not work or own a business in the area and cannot comment on this.
8. Accessibility is compromised by having to cross a high-speed cycle lane from a parked vehicle and that this is unsafe.

Specific points we wish to make

We wish to make the following specific points about the TQHR proposal:

1. ***We believe that the proposals are overly characterised by 20th century solutions.*** Bicycles are likely to be replaced by a variety of new electric personal vehicles in the 21st century that provide better comfort and weather protection, without carrying their current global warming stigma. The proposal provides no innovative solutions to prepare for such transport changes.
2. ***The principal benefits are to improve safety and make morning bus transit times faster.*** The temptation to spend more money to tick other transport fads-of-the-moment should be resisted and the funds diverted to solve the large transport congestion issues elsewhere in the City, specifically to provide fast transit routes across the city that take traffic off its streets.
3. ***Innovative use of the bus lanes would improve this corridor,*** as even at peak times there is only a bus every one or two minutes on average. We suggest that it could be shared with electric vehicles, with any number of wheels, including hybrids in the short term.
4. ***We have major safety concerns about the proposed cycleway design.*** Vehicles emerging onto Hutt Road already create a significant hazard to us cyclists on the cycleway, especially at Waitomo and Spotlight. They block it and drive onto it without looking, with at least one hidden exit. Thorndon Quay will have high-sided parked vehicles and has many building exits that make this hazard unacceptable. We predict that many cyclists will remain on the road and suffer road rage from motorists who think they should be on the cycleway. Pedestrians emerging from parked vehicles have to cross the cycleway and with cycles now doing 40kph this is an unacceptable safety hazard. The principle benefit to cyclists comes from removing angled parking, so we propose that each cycleway is integrated with the road so that emerging traffic has one source of traffic to navigate and pedestrians emerge on the footpath.
5. ***We do not see any space for taxi or personal vehicles passenger drop-offs or pick-ups in the proposed design for Thorndon Quay.*** We are particularly conscious of the cafés people want to visit as well as the eye specialists, where drop-off and pick-up is particularly important. Various trade vehicles and customers picking up furniture also need access.
6. ***We have reservations about the central meridian on the Hutt Road*** but have not seen the proposed design of turnarounds and access to key businesses, such as Place Makers. We think the proposal is confusing, has potential for long detours and therefore will impact businesses. We suggest that solutions such as that at Animates / BMW are considered, e.g. turn-offs onto side access roads.

What we like about the TQHR proposal

We like the following about the proposal and believe they are sufficient to make it worthwhile:

- The removal of angled parking, as it significantly improves road safety and cyclists safety
- The dedicated bus lane for morning peak buses, as it will reduce public transport journey times for the majority
- The provision of a roundabout on Aotea Quay to divert heavy traffic off Hutt Road
- Signalled crossings on Thorndon Quay, to improve crossing safety

- Road junction improvements at Mulgrave Street, Tinakori Road, Rangiora Avenue and Onslow Road if they improve safety and traffic flow.

Recommendations

We offer the following recommendations to the Council:

1. The proposed Thorndon Quay cycleway is replaced by cycle lanes on the road
2. The signalled crossing are made smart to avoid unnecessary delays outside peak times
3. The Hutt Road central meridian allows clear access to businesses
4. Bus lanes are shared with 2-4 wheel electric vehicles until bus capacity grows
5. There are clear drop-off / pick up points for cars and taxis.

Conclusion

Thank you for the opportunity to make a submission. We will also be sharing this submission in ORCA's communications with its members. Please feel free to contact our association at [REDACTED] or by phone on [REDACTED] regarding this submission.

Yours sincerely

Lawrence Collingbourne, President on behalf of

Onslow Residents' Community Association

Feedback

969

NAME: Pat	SUBURB: Island Bay	ON BEHALF OF: Valesto Properties Ltd and The Forza Trust	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As a Building owner, I strongly oppose the changes and reduction of Car parking in Thorndon Quay. The Businesses in this location (Furniture, services, Trade) are destination businesses and removing carpark will have a huge impact on the viability of their business. Businesses will close, Rents will reduce and property values will decrease.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

976

NAME: Evan Freshwater	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Removing angle parking is imperative. Thorndon Quay is considered a major full-day cheap carpark option for Wellington commuters. Removing this will encourage greater uptake of alternative ways into the city for work.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1034

NAME: Ben	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Again not required, focus on the key issues

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1037

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Adam Lewis	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There is no justification I can see for long term parking in this area. Some drop offs and loading permissible but in a way that doesn't compromise all the users of the road.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1038

NAME: Matthew	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1042

NAME: Paul Wilton	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Cyclist and cars have cohabited for years without a problem. Spend the \$100m on something the city wants like replacing the pipes, reducing debt.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1051

NAME: Bevin Phillips	SUBURB: Oriental Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

These are vital to maximise parking in the area

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1069

NAME: Belinda Milnes	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is a shortage of parks already and you plan to remove more? Also what provisions have been made for the queues that form outside VTNZ during busy periods?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1078

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tony Vial	Wadestown	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

East side angle parking should remain as is with a few exceptions where road narrows. West side angle parking could largely remain if clearway installed say after 5.00 pm. Ideally, the angle parks should be redesigned so that they were on a more acute angle to provide better visibility when exiting. Similar to new angle parking near Oriental Bay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Residents parking

Feedback

1164

NAME: Geoff Todd	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Alternatives should be found so there are the same or more available parks. This is not a city centre area. People specifically go there or transit through it. The changes focus on an efficient transit zone not place to visit.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1178

NAME: Peter Barlow	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Need to have a dedicated cycle route that between the footpath and the parked cars.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1179

NAME: Rob	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is no need to change arrangements on Thorndon Quay

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Short stay – 30-60mins
Residents parking**

Feedback

1206

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Blair Lodge	Pipitea	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removal of angled parking. Game day parking should not be allowed- this impacts businesses and residents and driving to the stadium should be disincentivized. A few resident parks could be allocated outside the main apartment buildings- above Bordeaux, above baby on the move, above TQ cafe, above pridex kitchens

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking**

Feedback

1209

NAME: Michelle Rush	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a car driver, I can't wait to see the end to the dangerous angle parking on this stretch. I would also like to see short term parking prioritised, given how many tradies use this area: this is an area where applying the new parking hierarchy, and potentially the demand pricing parking that the policy allows could be a good idea as things get busier - it will help keep the turnover up, and spaces available for those who do need vehicles, whilst discouraging commuter parking blocking shoppers and tradies.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1259

NAME: Shelley A	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking will reduce the amount of carpark on Thorndon Quay. It severely impacts on those business on the Quay. There are cafes, supply shops on the Quay and people take time to look around so I think that is completely insane to change the angled parking to parallel parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

1272

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Zong Chen	Kelburn	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is a significant traffic safety threat. When cars back-out of the parking space, the car's direction of travel is too perpendicular to the road; as a result, cars can "suddenly" back out from the parking space. With parallel parking, cars cannot "suddenly" back out: from the roadway, a driver or cyclist will be able to see the car's driver door open, front-wheels turn, and see the indicator lights. The fact that more width of the road can be used for travel (e.g. as bicycle lanes) is just a nice bonus on top of the much needed safety improvement.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1288

NAME: Patrick Morgan	SUBURB: Te Aro	ON BEHALF OF: Cycling Action Network	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Reduce motor vehicle parking spaces on TQ, to ensure Wellington meets its liveability and climate commitments. Add parking for scooters and bicycles.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1295

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Louise Yarrall	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I think there is far too much emphasis on the needs of cyclists and not on pedestrians in terms of safety. I note too we would love to use buses more but find them unreliable with a 3 year old in tow, particularly in winter. So changes need to be considered alongside how users operate (not just the infrastructure).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1299

NAME: Chris Hubscher	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Will you please just get on with it. LGWM has made a laughing stock of itself because this change is obviously crying out for immediate action, yet nothing happens! I understand it took some councillors intervening to make you actually do something here.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1304

NAME: James	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change seems to be a longstanding safety issue including from Waka Kotahi audits. I am amazed that WCC takes so long to address safety issues and feels the need to consult on them. Deaths, injuries and fear have built up unnecessarily on your watch.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1380

NAME: Penny Salmond	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

Encourage residents to catch the buses, and make off road parking essential to apartment buildings and developments.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1381

NAME: Melissa McGhie	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

encouraging reversing into angle parks to allow clearer viability when exiting. Surely some of the angle parks can stay and not all need to go to parallel. Most people can't parallel park so would end up restricting traffic flow.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1383

NAME: Steve James	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Support the change to parallel parking. Think there should be a mix of loading and short-medium (up to 2 hours) parking to provide some ability for drivers to visit the shops on Thorndon Quay. I've noticed the difficulty buses have navigating stops with the angled parking. They'll often have to swing in and end up partially blocking the road - a priority lane will help drivers as well as they won't have to do this.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1402

NAME: Chris Tata	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

People struggle to park in angled parks. How much worse are parallel parks going to be?? It seems absolutely bizarre to be in a city with an expanding population, but to then remove carparks. It's Wellington. I don't know if you've looked outside in autumn, winter or spring, but it's not conducive to walking or biking. There are many days in fact where it's not even conducive to driving.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1410

NAME: Giles Brown	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

You changed parking Kilbirnie a few years ago (angles to parallel) to make the footpaths wider. Made no difference apart from putting small businesses under. What a waste of money - no reason to do it in Kilbirnie, or Thorndon.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

1420

NAME: Katie Benson	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am a huge supporter of this change and excited to see it implemented as soon as possible. It's a very smart improvement at a low cost with a big reward

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

1427

NAME: Robyn	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parks require the cars to back into the park - blocking the road, making cars pull into oncoming traffic to avoid the parker etc. They are not safer. they also reduce the number of parks available. Wellington is becoming unusable. I plan to move out of wellington as it is so hostile to buying anything bigger than a bagle.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1429

NAME: Jeremy Peters	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There are sections that would be better as angle, with clear way in peak times (e.g. Tinakori Rd corner) - again, you're cutting down a lot of parking when there are a lot of places that most people require parking to shop, due to the nature of their business (the audio shop, uniform shops, bed shops, cake/food shops, etc.)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1431

NAME: Marko Garlick	SUBURB: Berhampore	ON BEHALF OF: Generation Zero	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

1457

NAME: Raewyn Hailes	SUBURB: Johnsonville	ON BEHALF OF: CCS Disability Action also a Thorndon Quay ratepayer.	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The reduction of parking spaces available will impact on events at the Sky stadium. This is an area that is well used by people with physical impairment on event days and as a long term park close to the city facilities. Consideration should be given to providing mobility car parks in this area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours
Residents parking

Feedback

1459

NAME: Sandy	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As mentioned this plan is utterly irrelevant in the scheme of things **FIX THE PIPES FIRST**; If you continue with the ideas you might as well put up a sign at the bottom of Ngauranga Gorge saying "Sorry Wellington is Closed because we cared more about 3 cyclists than all the small businesses and homeowners and we killed the businesses off so 3 cyclists could be safe Please **FIX THE PIPES FIRST** - I know this isn't sexy and I know all you are thinking of is your vanity project and appealing to 16 year olds who'll vote you in next time - think please think strategically and for the next 20 years.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

1480

NAME: Ron Beernink	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking and in particular angle parking creates a significant risk to all road users along Thorndon Quay. Parking on Thorndon Quay should be for minimum periods to allow short visits to local businesses. Parking for residents along the road should be discouraged as there is ample public transport. Disability parking should however be available and for a longer 1-2 hour period.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Ron Beernink
(Chair Cycle
Aware
Wellington)

Thorndon Quay

A treacherous route for people who bike



Content



What cyclists need

- Comfortable, Convenient, Connected
- The benefits

Persona perspectives

- Different types of cyclists
- Other stakeholders

The journey into and from the CBD

- The dangers, and what it should look like

Design considerations

- NZTA guidelines
-

Definitions

Connected

Cycling routes be part of a network with easy and safe ways to get from one section to others. Where possible route design should not vary.

Convenient

People on bikes should be able to get to their various destinations with minimum fuss.

Comfortable

Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres. It should be safe for all types and ages of cyclists.

What Cyclists Need

Connected	<ul style="list-style-type: none">• Easy to get to Hutt Rd shared path, from Bunny St to Thorndon Quay, or from Thorndon Quay to Lambton Quay and The Terrace.• Connected to destinations along Thorndon Quay as well as serving end-to-end 'through traffic'.• No need to navigate traffic to get across the road.
Convenient	<ul style="list-style-type: none">• Easy to get into town or going north• Shops along Thorndon Quay and Kaiwharawhara can be a destination and should have bike parking
Comfortable	<ul style="list-style-type: none">• Safe for cycling at any time of the day and week• Avoid the need to stop and start, other than for pedestrian crossings• Clear of debris and water build up

Cycling to work: major new study suggests health benefits are staggering

By Ben Huhns



Urban Cyclways Funded Projects in Wellington to Hutt Valley



The four types of 'cyclist' according to Portland

Why these improvements?

- The health statistics of cycling
- A spend of \$600 million on the right kind of cycling infrastructure yields savings from increased exercise in the tens of billions of dollars.
- How many of you would be brave enough to cycle it, and would you take an 8 or 10 year old cycling along it?
- Key part of the CBD to Hutt cycle way that will encourage more cyclists of all capabilities, in particularly the interested but concerned
- Electric bikes will make cycling more do-able for the interested but concerned
- Likely residential increase will mean more people wanting to easily and safely cycle between Thorndon Quay and the CBD
- The current Thorndon Quay design does not meet design guidelines

Profile



Rudy falls in the 'strong and fearless' biking category, typically people on road bikes wearing lycra. He'll cycle every day regardless of what hazards he may encounter. But gets frustrated by being held up by the traffic including slower cyclists.

His journey home is from his office on the Terrace along the Hutt Road to Ngaio Gorge and up to Khandallah.

Rudy also owns a car which he takes into town every now and then. And he has two young kids who he would cycle into town with if it were safer to do so.

Statistics

30-40% of cyclists along Thorndon Quay are likely to fall into the 'strong and fearless' category. The actual number will continue to grow. They make up a small number of the potential overall number of cyclists however.

Rudy the road rider

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Happy with the ride in during the morning peak hour because of clearway zone• No easy connection to Lambton Quay and The Terrace. Hates having to squeeze in between travelling cars to get into the right lane before the Bunny st lights.• But going north at night, not enough space to ride safely at higher speed between angle parked cars and on-road traffic• Frustrated by being held up behind slower cyclists• Worried that they will be forced on to slower separated cycle lanes	<ul style="list-style-type: none">• More space during evening peak hour going north• A clearway could do the trick• Continue to be able to use the road if separated cycle lanes become a reality• Dedicated bike traffic lights at the intersection with Mulgrave Street that would allow him to safely get in the right hand lane going south along Featherston Street• Ride on the road if a separate cycleway goes in for slower and less confident cyclists

Profile



Catherine has been using her hybrid bike for her commute to work when the weather is good enough. She is starting to fall in the 'enthused and confident' category of cyclists.

Her journey home is from her job close to the waterfront, via Thorndon Quay and the Hutt Road to Petone.

Catherine owns a car and has a few shops along Thorndon Quay that she sometimes visits during the weekend. She would use her bike for this if there were facilities to park and lock her bike.

Statistics

50% of cyclists along Thorndon Quay are likely to fall into the 'enthused and confident' category. Their numbers will continue to grow, but is only a small proportion of the overall possible number of cyclists..

Catherine the Commuter Cyclist

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Gets frustrated with the ride in during the morning peak hour because of parks illegally parked in the clearway zone, and having to avoid the buses.• Uses Bunny Street to get her to the waterfront.• Going north at night she hates riding in the tight space between angle parked cars and on-road traffic, and amongst the faster cyclists.• She nearly collided with a 4WD truck with a dark bike rack that she didn't see in the poor evening light.• She hates having to cross the road to get to the Hutt Road shared path going home after work• She does visit shops along Thorndon Quay	<ul style="list-style-type: none">• A bi-directional separated cycleway that connects up to the Hutt Road shared path• Bike parking facilities along Thorndon Quay

Profile



Charles is a grandfather who has fond memories of cycling there with his parents and grandparents when he was young.

He now has an apartment in the CBD and would love to take his 8 year old granddaughter Emma for a bike ride from where she lives along Thorndon Quay, either into town or even along to Petone (although he may wait till the new shared path between Ngauranga and Petone has been build). They can be classed as 'interested but concerned' cyclists.

Charles and Emma's parents would also love to see greener and people friendly Thorndon Quay.

Statistics

Interested but concerned cyclists can make up the largest proportion of people who bike, if the infrastructure is comfortable, convenient and connected.

Not many concerned cyclists are brave enough to bike along Thorndon Quay right now. This may change with improvements to the Hutt Rd shared path, and particularly when the seaside shared path to Petone becomes a reality.

Charles the Concerned Cyclist

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Just not safe enough to cycle along Thorndon Quay, particularly with young children.• During the day and in the weekends it is just crazy with parked cars taking up most space and fast driving cars, trucks and buses.• A few close calls with drivers coming out of the shopping complex and the gym on the opposite site.• Thorndon quay just feels like an industrial, car friendly area.	<ul style="list-style-type: none">• Separated cycleway that connects up to the CBD including the waterfront and the Hutt Road shared path• A 'people friendly' Thorndon Quay with trees, grass, outdoor seating areas and bike parks• Seeing families with their children cycling along and to / from Thorndon Quay



Profile



William is a 25 year old designer who works for a funky architecture firm in the Woolstore along Thorndon Quay.

He uses the bus to get from his house in Newtown to his work. It means having to swap buses on the railway station interchange. He sometimes walks from the bus interchange if the weather is good.

He would use his bike if there was better facilities to safely park his bike. He could use the gym to get changed and showered, but feels that cycling would keep him fit enough without having to pay gym fees.

It would also allow him to more quickly shoot over to Lambton Quay to catch up with friends for lunch during the week.

William is a reasonably confident fair weather cyclist.

Statistics

A number of people working along Thorndon Quay are likely to use either the bus or car to get to their work. Some may already bike to work, or would be interested in doing so if it convenient, comfortable and connected enough.

William the Woolstore Worker

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Not too far to cycle to or from Thorndon Quay if you live in or around the CBD. All nice and flat.• Minimal bike parking facilities along Thorndon Quay. Lamp posts don't cut the mustard.• The old buildings along Thorndon Quay are unlikely to have changing and showering facilities.• Using the bus to commute to work along Thorndon Quay can mean having to swap buses along the way.• The walk from the railway station or bus exchange is do-able but only in nice weather.	<ul style="list-style-type: none">• Better covered walkway from the railway station or bus interface along Thorndon Quay.• A public bike lock-up place with changing and showering facilities.• Or at least some good on the street but under cover bike parking facilities along Thorndon Quay.

Profile



Beverly is a 40+ female is a keen and confident bus driver. She has been doing the Hutt to Wellington route for many years now.

She is finding the job harder with more and more delays on the road, and bigger demands from her bosses to keep to a tight timetable.

Beverly has had a number of close calls with cyclists along the way. Sometimes because cyclists do unexpected things or just aren't visible enough. But a couple of times it was because she was distracted. She gets pretty worked up when cyclists give her the finger as she feels that is so unhelpful. Pulling in and out of bus stops is getting harder and harder with the increasing number of cyclists.

She feels really sorry for a bus driver who recently crashed into a cyclist who cut straight into his path.

Statistics

Thorndon Quay is a significant bus route. There is a high rate of close calls between busses and bikes but luckily very few serious or fatal accidents.

Beverly the Bus Driver

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Regular close calls with the large number of cyclists along the route.• Difficult to enter and exit bus stops with the increasing number of cyclists.• Bus stop just outside Guthrie Bowron shop is too close to where cyclists exit the shared path going south.• Cyclists can be hard to see particularly when it is raining and when it is dark.• Cars reversing out of parallel car parks make the whole situation even more difficult, particularly as cyclists have to swerve on to the road to avoid them• Cars parked during clearway times each day	<ul style="list-style-type: none">• Keep cyclists off the main part of the road.• Make it easier for buses to enter and exit bus stops.• Ensure that passenger can get on and off the bus without having to worry about cyclists.• Get rid of parallel car parks.• Have a series of red LEDs that signals to people to not park along the clearway during the peak hour.

Profile



Bill has a bed manufacturing and sales business with showroom along Thorndon Quay. It has been there for quite a few years now, and is now struggling to make ends meet because of the competition from a number of other similar businesses along the road.

Bill relies on his loading bay for trucks to delivery bed materials and to pick up beds for delivery to his customers. His truck drivers have noted that it is getting trickier with the increasing number of cyclists and the other day one nearly took out a cyclist who he just hadn't seen.

Bill also relies on customers being able to park by his shop. "Get them to park somewhere else and they will simply go to another closer bed business". He only gets an occasional shopper who has walked or biked to get to his showroom. He is worried that a cycleway will make it harder for people to park by his showroom.

Statistics

Thorndon Quay has a number of small to medium size business that have showrooms and loading bays.

Bill the Beds Business Owner

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Bill relies on customers being able to park close to his business. He gets very few customers who walk or use a bike to visit his showroom.• His trucks find it harder to get in and out of the loading bay because of higher volume of traffic including cyclists.• There are a high number of business along Thorndon Quay that are in the same boat.• Bill is worried that removing car parks to make way for separate cycling or a priority bus lane will be what will push his and other businesses over the edge.• Bill is not a cyclist and not interested in becoming one. But he agrees that cycling is good for people and should be safe.	<ul style="list-style-type: none">• Bill wants to keep car parks outside his shop.• Easier access for his trucks would be good.• He would like to see the area spruced up to make it more attractive to shoppers, but can't afford rate rises to pay for that.

Overview



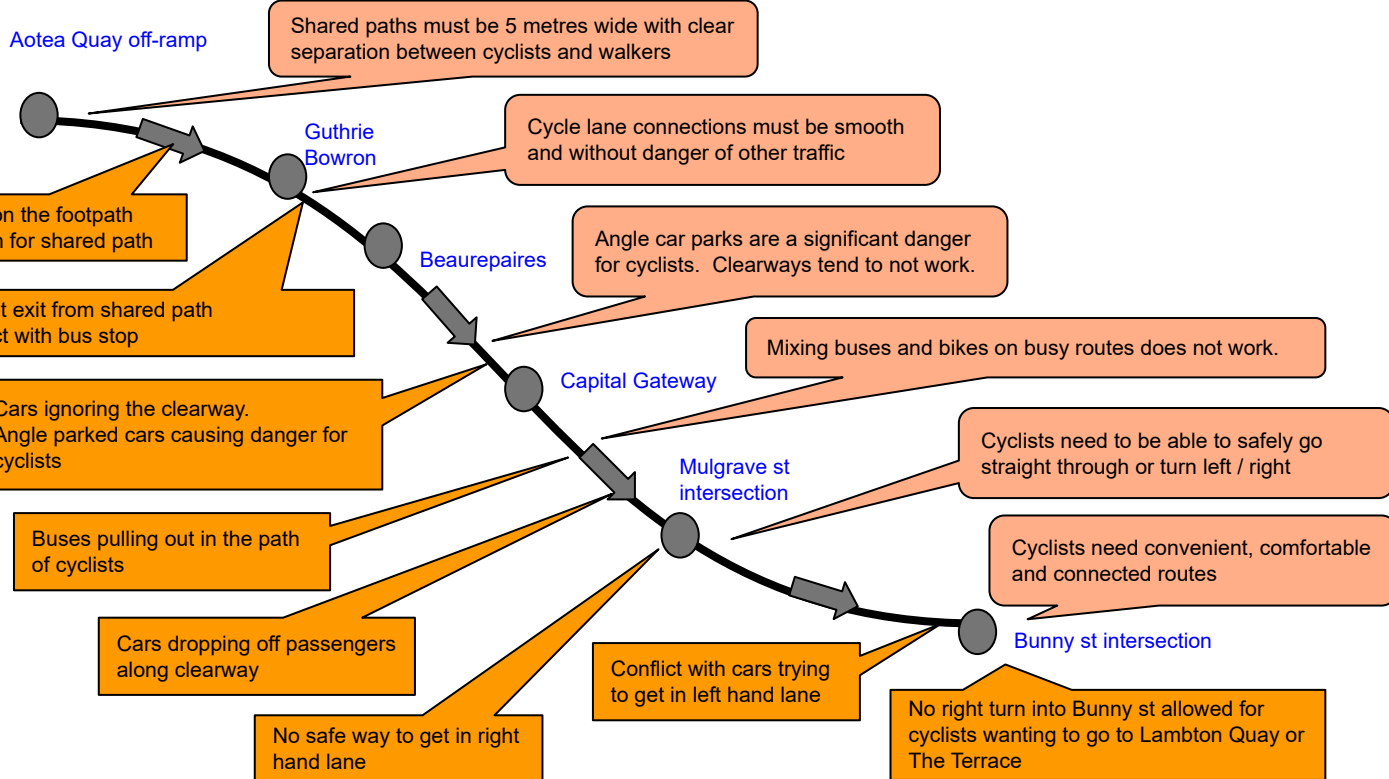
The morning ride going into the CBD is a lot less challenging because of the clearway at peak times.

But it is not without problems. Particularly because each morning there are always cars parking illegally. There is regular monitoring and ticketing by traffic officers but that hasn't improved the situation. It only takes one illegally angle parked car to create a dangerous situation.

Out of peak hours and in the weekends this route is particularly hazardous because there is no clearway and there is lots of cars pulling in and out of car parks. This is a real risk for the less confident who tend to ride during these times.

For cyclists who want to get to Lambton Quay, The Terrace or to Thorndon there is no easy way to get in the right hand lane from the intersection with Mulgrave Street. A number of cyclists do an illegal right hand turn into Bunny Street to cut through to the Lambton Quay.

A bike journey into the CBD



Overview



A bike journey from the CBD

Aotea Quay off-ramp

No safe way to get across to shared path

Angle parked cars causing danger

No sufficient width for fast cyclists to overtake slower ones

Danger of cars turning in and out of Davis Street

Cars turning left into path of cyclists

Some buses pulling out in front of cyclists

Guthrie Bowron

Cyclists should not need to cross a busy road to get to the next section of cycle path / shared path

Angle car parks are a significant danger for cyclists, and should not exist any cycling route

Cyclists need sufficient room / places to pass each other

Intersections must avoid conflict between car drivers and cyclists

Davis St intersection

Moore st intersection

Mulgrave st intersection

Bus drivers must all be trained to look out for cyclists

Intersections must work in a safe way for all users

No left turn allowed from Bunny St West

Bunny st intersection

Conflict between cars carrying on to Bunny St West - crossing in path of cyclists turning right in Thorndon Quay

The ride north along Thorndon Quay is a horrible experience for most cyclists with many dangers at any time of the day.

The angle parked cars are a significant danger. The main danger is from the many extra long 4WD trucks and cars with bike racks sticking out. But also with cars turning in or pulling out of these car parks, and doing U-turns.

See this [Facebook thread](#) as an example.

With the busy traffic there is often conflict with cars turning in and out of the couple of intersections.

Having to cross the road to get to the shared path along the Hutt Road is a highly risky maneuver with having to look out for cars going both directions and cyclists going straight through.

The intersection with Bunny St is at times dangerous for cyclists turning right into Thorndon Quay, and does not allow for cyclists to turn left from Bunny St West.

NZTA Design guidelines



One-way separated cycleway – vertical separation –
Colombo Street, Christchurch (photo: Jeanette Ward)



Two-way separated cycleway, Beach Road, Auckland



- Major arterial roads are busier and faster, and typically have multiple lanes. They are not appropriate for cyclists of basic competence unless they have more effective separation.
 - Arterial roads will be used by many cyclists and will need cycle provision aimed as far as possible at cyclists with basic competence.
 - General mixed traffic lanes are only appropriate to enthused and confident cyclists.
 - Bus lanes are considered appropriate for an enthused and confident target audience, but are less likely to appeal to many interested but concerned users.
 - 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.
 - Separated cycleways can be either one-way (uni-directional) or two-way (bi-directional).
 - There are a range of methods that can be employed to separate and protect cyclists from motor traffic, each offering different levels of actual safety (ie in terms of crash risk) and perceived safety (ie in terms of people's subjective evaluations).
 - Source: [NZTA Cycling network guidance](#)
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Feedback

1482

NAME: Kate Jensen	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1484

NAME: Andrew Macbeth	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is a luxury we can't afford on prime transport real estate such as Thorndon Quay. It also makes cycling less safe, as visibility of approaching cyclists is poor for drivers reversing out of the parking spaces. Because there will be a loss of parking (by switching to parallel parking) we will need to price parking and limit time to ensure that people visiting the businesses by car have parking, rather than shop owners and employees getting free or cheap kerbside parking. And some of the customers visiting these businesses will arrive by bike so we need to make this mode attractive.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1496

NAME: Allan Mills	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1504

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Claire Pascoe	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Great idea - really weird to have angle park like this on such an important corridor. You may need a mix of parking drop off and loading, short term and also some car share spaces for residents (including new ones and development intensifies). Should be a district plan requirement that new developments require car share cars to be included for residents.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1529

NAME: Marlon Dajevic	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking isn't broken dont fix it

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1531

NAME: Neville Henderson	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The most frightening experience that I've ever had with my kids in the car was trying to exit an angle park on Thorndon Quay. When I returned to the car after shopping with the kids, a tall van had parked next to us and I had no visibility of the traffic that I had to back out into. I had to toot my horn and ask my 4-year-old in the back seat if she could see any traffic coming. I had to slowly back out of the car park hoping that any traffic would stop for us. I have avoided parking on Thorndon Quay ever since, and I would happily return to shop with the kids again if there were parallel parks instead. Please make this happen!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1538

NAME: Maddy McVie	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please ensure there are enough loading spaces suitable for large vehicles otherwise they just park across the cyclelane

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1539

NAME: Corwin Newall	SUBURB: Tawa	ON BEHALF OF: Mana Cycle Group	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current angle is horrendous — nearly 90° makes it some of the worst parking of its kind for both drivers and cyclists. We support the change, even more so if, as stated, there will still be ample parking to meet peak demand.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Long stay – 4-6 hours
Residents parking

Feedback

1557

NAME: E J Phipps	SUBURB: Te Aro	ON BEHALF OF:	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1574

NAME: Michael Mellor	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking for businesses to pickup and delivery is essential (and needs to be monitored to make sure it is not misused); commuter parking along here is a complete waste of valuable road space, and inconsistent with LGWM's "more people in fewer vehicles" approach since it would encourage small vehicles into the city. Between those extremes, there needs to be a mixture of short and medium-term parking, with prices set to create an 80% occupation rate at all times (consistent with WCC parking policy) so that spaces are always available for those that need them.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours

Feedback

1582

NAME: Tony Randle	SUBURB:	ON BEHALF OF: Johnsonville Community Association Inc	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Let's Get Wellington Moving (tqhr@lgwm.nz)

HAVE YOUR SAY: THORNDON QUAY & HUTT ROAD

Johnsonville Community Association Submission

7 June 2021

Contact Information:

Tony Randle

Vice-President – JCA

Mobile: [REDACTED]

Email: [REDACTED]

I am making a submission - On behalf of an organisation

Name of organisation – Johnsonville Community Association (JCA)

JCA Feedback on the Hutt Road proposal

Thinking about the proposed changes for Hutt Road and the different ways people use the area (including access to the Kaiwharawhara ferry terminal), how do the changes rate when people are:

Walking in the area

Very positive

Using the bus

Positive

Riding bikes

Very positive

Driving vehicles/on motorbikes

Very Negative

Living in the area

Negative

Working or owning a business in the area

Negative

Living with mobility or accessibility issues

Negative

Is there anything you would like us to consider when looking to make changes to Hutt Road?

The JCA makes the following comments on the proposed changes to Hutt Road:

1) The JCA welcomes and supports some improvements to Hutt Road

The JCA supports a number of the proposed measures on Hutt Road including:

- the improvements at the Ngauranga Gorge Intersection for pedestrians
- the improvements for pedestrians to cross Hutt Road
- the Peak bus lanes, as long as they are “Bus Only” lanes (i.e. no cyclists permitted).

2) Hutt Road losing a traffic lane is not good and not needed.

LGWM has **not** chosen the best option to improve transport along the North Wellington corridor. The option chosen essentially converts one normal car lane into a bus only lane during peak times. This means that the current 5 peak hour peak direction traffic lanes (3 on SH1 and 2 on Hutt Road) are reduced to 4 peak hour peak direction traffic lanes (3 on SH1 and 1 on Hutt Road).

Despite the strong but largely fruitless efforts by the JCA to get our public transport (PT) services improved, it must be recognised that driving remains the primary mode of transport for commuters travelling to work from the northern suburbs of Wellington City. The removal of one lane of traffic on Hutt Road in the morning peak is a major decrease in the transport capacity of the road network serving North Wellington. In a time of significant population growth and no investment in improving PT, LGWM should have done more work to justify any reduction in overall transport capacity before the proposed changes.

The JCA is also concerned that the removal of this car lane will impede bus traffic travelling down Ngauranga Gorge. Morning peak traffic congestion already reaches into Johnsonville and there is a concern that the proposed further reduction in traffic capacity on Hutt Road will cause a continuous traffic tailback from the bottom of Ngauranga Gorge to the Johnsonville on-ramp. This would mean much of the time savings of having the bus lanes could be lost by those buses travelling from Johnsonville down the Gorge being even slower.

LGWM did consider an option for tidal traffic lanes by converting the middle lane into a tidal traffic lane which would, in the morning peak, have Hutt Road being 3 lanes south (one being a bus lane) and 2 lanes north but this was correctly discounted for being unsafe.

However, LGWM did **not** properly consider a tidal lane arrangement with, in the morning peak, having Hutt Road being 3 lanes south (one being a bus lane) and 1 lane north. This is surprising because this is how the Hutt Road operated for years before the Urban Motorway was built. Such an arrangement would still have a whole lane separating south and northbound traffic and so would be as safe as the current road.

The JCA requests that LGWM consider the above option in an effort to retain the current traffic capacity while also adding the much needed bus only lane.

3) There are insufficient U-turn locations to support banning right turns:

There is a lack of U-turn opportunities to compensate for the proposed banning of no right turns on Hutt Road. The JCA suggests that U-turns be permitted at or near the following intersections:

- Onslow Road and Hutt Road
- Kaiwharawhara Road and Hutt Road
- Tinakori Road and Hutt Road

Without adequate U-turn opportunities, drivers will be tempted to make illegal right turns which will be less safe because they will be unexpected.

4) Fix the Kaiwharawhara Road & Westminster Street Intersections with Hutt Road

The JCA asks that LGWM fix the Kaiwharawhara Road Intersection area properly. Here are some ideas:

- Move the Spotlight car park entrance to be part of the Kaiwharawhara Road/Hutt Road Intersection. Having multiple separate car park entrances in the same location as a major intersection is a major safety hazard.
- Have this intersection converted into a round-about to improve U-Turn opportunities on Hutt Road
- Join Westminster Road to the Spotlight Car Park, so that the Westminster Street Hutt Road intersections can be removed. Note this may require purchasing some of the 126 Hutt Road property/building (currently vacant)

5) Cyclists not permitted on Hutt Road and Thorndon Quay Bus Lanes

The primary alternative mode to driving along Hutt road is bus public transport. It is important that buses receive the full benefit of the bus lane to achieve the predicted time savings for the thousands of commuters travelling on them.

Also, cyclists will have a high quality dedicated cycleway literally next to Hutt Road. The key question is whether cyclists will be permitted to travel in the bus lanes or will the bus lanes be “Bus Only”? The JCA strongly supports that bus lanes be “Bus Only”. Cyclists should also not be permitted to use the general traffic lane and cyclists **are only permitted to use the Hutt Road cycleway** (except to cross when entering/exiting the cycleway from/to side roads or businesses).

JCA Feedback on the Thorndon Quay proposal

Thinking about the proposed changes for Thorndon Quay and the different ways people use the area, how do the changes rate when people are:

Walking in the area

Positive

Using the bus

Positive

Riding bikes

Very positive

Driving vehicles/on motorbikes

Negative

Living in the area

Don't know

Working or owning a business in the area

Negative

Living with mobility or accessibility issues

Don't know

Is there anything you would like us to consider when looking to make changes to Thorndon Quay?

The proposed changes do not fully resolve the serious conflict between the bus and cycling modes.

The JCA recommends the bus lane into the CBD to be run behind the Thorndon Quay buildings beside the railway. This would solve the serious conflicts between buses, their passengers at stops and cyclists.

JCA Feedback on the Look and feel of Thorndon Quay

Is there anything you think we should consider when we design a more attractive street environment to encourage more people to visit, shop and spend time?

This could be things like types of shade and shelter, green spaces, places to sit, lights, space for outdoor tables.

No Comment

JCA Feedback on the Angle parking change on Thorndon Quay

Do you support the proposed change to parking on Thorndon Quay?

No

Do you wish to make any comments about this Thorndon Quay parking change? Please provide your comments here:

When reviewed in total, JCA recognises the combined statistics of underused angle parking across the length of Thorndon Quay.

The parking on Thorndon Quay is mostly underused with 53 percent of 2 hour parking spaces occupied and 70 percent of 9+ hour parking spaces occupied at peak occupancy (weekdays from 8 am to 6 pm). The average stay time is 37 minutes, with 41 percent of visitors parking for less than 10 minutes

However, JCA questions the replacement of 9-hour parking (for P120) in the section from Davis Street to Moore Street, which is frequently used for all-day parking by public servants working in Thorndon. With the railway line on one side of this section of road, the improved turnaround of usage for the few businesses in the area would still, we assess, be fairly limited. The impact on people requiring reasonably priced, longer-stay parking in the area, however, would be huge.

Further, as noted in other sections, if the bus lane into the CBD was run behind the Thorndon Quay buildings next to the railway, the serious conflicts between buses, bus passengers at stops and cyclists could be avoided and the bus service would have even better access into town.

JCA Feedback on the Vision for the city

Do you agree the proposed changes for Thorndon Quay and Hutt Road support this vision?

Disagree

Is there anything else you would like us to consider when looking to make changes to Thorndon Quay and/or Hutt Road?

It should be noted that there is little pedestrian activity on Hutt Road but much of this is people travelling to nearby businesses or bus stops.

It should also be noted that cycling, while growing, is unlikely to grow to a level of the current usage of even one traffic lane. The WCC Cycling counter shows an average of fewer than 400 cyclists travel on Hutt Road between 7:00 and 9:00 which is about 20% of the number who travel by bus.

LGWM does need focus on catering for the main modes of travel from north Wellington City which is (in order of importance):

1. Driving / Passenger in car
2. Bus public transport
3. Rail public transport

Finally, the JCA would appreciate the opportunity to support this written submission with an oral submission to the LGWM team who will be considering these submissions. Can the LGWM team please confirm if and when oral submissions are being accepted?

Feedback

1590

NAME: Ong Su-Wuen	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

From: [REDACTED]
Sent: 04 June 2021 09:49
To: TQHR <tqhr@lgwm.nz>
Subject: Comment on Hutt Road to Thorndon Quay proposal

1. I support extending the cycleway to the entire length of Thorndon Quay. As a cyclist, I prefer having separate cycleway in both directions (North and southbound), but will accept if it is only on the Southbound direction.
2. I support having dedicated peak time bus lanes in both directions, which become parallel car parks at non peak periods.
3. I am lukewarm on the current idea of having a raised median along the entire length of Hutt Road, meaning northbound traffic have no access to businesses along Hutt Road. The current plan of having turning points only at Centennial Highway and Aotea Quay is deficient.

I suggest removal of the Onslow Road / Hutt Road traffic lights and replace it with a roundabout. This would allow northbound cars to turnaround to access the businesses along the Hutt Road much more easily. Having a roundabout there has the added advantage of delineating the 80km/h and the 60km/h sections of the Hutt Road. It will naturally slow the southbound traffic.

Along the same line, you could also change the Kaiwharawhara Road / Hutt Road traffic lights into a roundabout.

I was told by an official at the public sessions that the plan was to retain existing breaks in the raised median to allow car turning. Or incorporate new ones. Whilst this is better than having no breaks, I think my roundabout idea is superior.

Call me if you like a clarification on my submission. If there is opportunity to make an oral submission to decision makers (eg oral submission to a parliamentary select committee) then I would like the opportunity to do so.

Thanks.

Ong Su-Wuen
[REDACTED]

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Feedback

1591

NAME: Jeff Staniland	SUBURB:	ON BEHALF OF: Capital Scaffolding	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Submission to: Transport planning – Thorndon Quay and Hutt Road

By email to: tqhr@lgwm.nz

Submission on: Hutt Road and Thorndon Quay Proposed Changes

Submission by: Capital Scaffolding Limited



Contact: Jeff Staniland 

Our business operates and is located within the area from the Southern End of Hutt road to the rail overbridge at the Aotea Quay off ramp.

The presentation given on this listed the following Commercial Considerations:

Our Role

- Ensuring commercial stakeholders are well represented in the consultation
- Identifying ways in which improvements can drive economic performance
 - Considering consumer attraction, experience & trends
 - Bringing an additional economic lens to the discussion

Context

- Important employment centre & economic role
- Established niche, destination value & goodwill
- New roles and relevance are developing for the area
 - Catering for a broad and diverse audience
 - Passionate and invested businesses

In general, we are supportive of the objectives put forward in the proposal.

However, looking at the some of the specific changes proposed we find that many of them run counter to the commercial considerations as set out above.

When looking at our area we find that the current layout and traffic arrangements work well for both local businesses, their staff and customers as well as passing traffic, buses, cyclists and pedestrians. All traffic flows well, there are seldom any stoppages and accidents are rare. Overall we do not see any reason to make any substantive changes to this part of the roadway.

The immediate area sees local business traffic arriving early in the morning many of whom (like us) then leave for the day returning in the afternoon. Later in the morning office workers arrive and during the day customers come and go parking for short periods.

Our immediate area is characterised by light commercial businesses where there are regular comings and goings throughout the day of own vehicles, couriers, deliveries, and customers. The current road layout with a flush median works very well for vehicles entering and leaving premises. Drivers are aware of the traffic and there are seldom accidents. Some signage to the effect that vehicles will be turning in/out of premises would seem a good risk mitigation strategy as would a lower speed limit to further reduce risk.

Any reduction in parking the area will be detrimental to all business. This includes the removal of angle parking on Thorndon Quay. In particular, we question the removal of angle parking on Thorndon Quay given that a dedicated cycle route will be created thereby negating the need for cyclists to use the roadway. If the angle parking is removed it will result in more cars trying to park on Hutt Road which will increase congestion, traffic movements and risk.

Looking at our part of Hutt Road we question why a north bound bus lane is required. The current south bound bus lane does work well and we note in this regard that while there is a definite increase in cyclists and traffic travelling south in the peak morning hours this is not matched in the evening when both cycle and vehicle traffic is much lighter relative to the morning and seems to be explained by being spread over a longer time frame. The North bound bus lane would conflict significantly with the customers and commercial interests of all the businesses along Hutt Road it could even threaten the viability of some businesses and as such we are strongly opposed to this proposal.

We also question the desirability of a raised median north of the Aotea Quay off ramp. This will reduce the width of the roadway and add a new hazard we also suspect it will result in large trucks proceeding south down Hutt Road and Thorndon Quay looking for a place to turn around. An alternative would be to create designated turning areas along this section of the road. Again, we find this proposal is not consistent with the commercial objectives listed above.

We would like the opportunity to speak to our submission.

Feedback

1595

NAME: Dale Scott	SUBURB:	ON BEHALF OF: Thorndon Quay Collective	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

See attached

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

See attached

THORNDON QUAY COLLECTIVE

— SUBMISSION —

RE: WCC'S PROPOSAL TO CONVERT ALL THORNDON
QUAY ANGLE PARKING TO PARALLEL PARKING

10 JUNE 2020
(as per agreed extension)



OUR SUBMISSION

Overview

- 4 Part I: Our Neighbourhood
- 5 Part II: Legal Framework
- 7 Part III: Procedural Impropriety
- 9 Part IV: Factual errors
- 11 Part V: Relevant Considerations
 - Social and economic impacts
 - Public safety impacts
 - Environmental impacts
- 13 Part IV: Concluding Remarks

OVERVIEW

Thorndon Quay Collective (TQC) was recently established by group of Thorndon Quay community members in response to Lets Get Wellington Moving (“LGWM”) and the Wellington City Council (WCC’s) abject failure to account for the significant adverse impacts that two major roading infrastructure changes will have on our community.

The first of these two changes is WCC’s proposal to convert all angled parking located along Thorndon Quay to parallel parking, thereby reducing total parking capacity along Thorndon Quay by up to 78 per cent once LGWM’s proposal to impose a 4-6pm clear way (northbound along the western side of Thorndon Quay) is also factored in.

As a group we represent a broad plurality of community interests as expressed by a diverse array of business owners, day care and dance school operators, customers, building owners and others. Collectively we represent a significant amount of Thorndon Quay community stakeholders. We expect that over the coming weeks this number will also grow to include the majority of the community.

The purpose of this submission is to put forward a single group submission that represents the shared interests of our members and more importantly the wider Thorndon Quay community (based on the broad engagement we have carried out over the last three weeks).

PART I: OUR NEIGHBOURHOOD

Like many urban communities within Central Wellington, Thorndon Quay ("TQ") has organically evolved into a distinct neighbourhood and economic precinct, which makes a valuable contribution to the social, cultural, and economic fabric of Wellington.

Composition and character of the Thorndon Quay community

TQ is more than an arterial road/thoroughfare that connects Wellington City to its northern suburbs and beyond, it is home to a well established urban community that made up of:

Businesses and retailers: in particular, it has become the city's primary and most proximate precinct of architectural, interior design, textile, furniture, specialist appliance, engineering and like "design/home trade businesses".*

Daycare, dance, yoga, churches and fitness centers: the area is also home to these larger format social and cultural institutions, which make a significant contribution to immediate and surrounding community "large format community organisations";

Customers (trade and retail) and families: most of whom unavoidably rely on private vehicles to access the various businesses and community organisations.

Offices: occupied by businesses that would otherwise not be able to afford office space within the central city area.

Cafes: including iconic cafes like Bordeaux Bakery and Le Marché Français.



Urban residents: who occupy various multi-story apartment buildings along TQ.

Building owners: who have invested significant amounts of capital strengthening and upgrading their buildings in order to retain (as tenants) the various businesses and organisations noted above, which TQ community is comprised of.

*While other large format retail precincts exist (e.g. Lyall Bay and Tory Street) TQ is the only area that hosts a concentration of such home, architecture, interior design, appliance and like outlets (subject to parts of Hutt Road/Hutt Road adjacent locations which are essentially an extension of the TQ precinct). As such, it performs a unique function for Wellington City.

REASON FOR THORNDON QUAY'S SUCCESS

Two variables are responsible for TQ becoming the central city's primary precinct/district for such "design/home trade businesses" and home to numerous important community organisations:

-  Availability of affordable large floor-plate leasehold space, which is proximate to the central city and nearby suburbs where most customers/members are based.
-  Ease of vehicle access and reliable availability of affordable parking proximate to the above businesses and community organisations.



UNAVOIDABLE RELIANCE ON VEHICLES

In the immediate to medium term, the commercial viability of most TQ businesses hinges on retaining readily available vehicle access and parking, because the:

- **Size or volume of goods sold** require a vehicle to transport them away (e.g. beds, furniture and home ware, hifi, lighting, carpet, paint, plumbing, kitchen and like trade supplies, and sports equipment).
- **Type of services provided** (e.g. mechanics, electricians, engineers, wood and steel fabricators and like services) rely on vehicle access and parking for customers, as well as incoming and outgoing trade and supply vehicles (inc a significant number of tenants who rely on fleet vehicles to operate).

Most parents can not avoid having to rely on vehicles to get their children to daycare or dance school safely (e.g. as e-bike, walking and public transport are typically not viable options). Similarly many families and older visitors rely on vehicles to visit the two churches, cafes and other eateries located on TQ.

PART II: LEGAL FRAMEWORK

Given the extent of the procedural failings that the proposed angle to parallel parking decision making process is now subject to, we have set out a summary of the legal framework that WCC is obligated to follow:

LOCAL GOVERNMENT ACT 2002 (LGA) RELEVANT PROVISIONS

WCC's proposed changes entail removing 47% of total car parks on TQ. During the hours of LGWM's proposed 4-6pm clearway this increases to a 78% reduction. This quite clearly constitutes a significant decision that engages sections 77, 78, 80, 81, and 82 of the LGA. Given their relevance, this submission sets out a truncated summary of the most relevant provisions from these sections before addressing the procedural impropriety issues in full:

See page 7 which summarises breach of this requirement, and how the extent of the breach was largely due to a complete failure to seek out the social, cultural and economic impact it would have on the local TQ community.

See page 7 which summarises WCC and LGWM's abject failure to consider alternative options. This failure in part stems from Waka Kotahi's fundamentally flawed safety review.

In breach of section 82A(2)(b) of the LGA no analysis of reasonably practicable options (i.e. alternative measures to wholesale conversion of all angled parking put forward.

76 Decision making

- (1) Every local authority decision must be made in accordance with sections 77, 78, 80, 81, and 82.
- ...
- (3) A local authority—
 - (a) must ensure that its decision-making processes promote compliance with subsection (1) above; and
 - (b) in the case of a significant decision, must ensure, before the decision is made, that subsection (1) has been appropriately observed.

The decision in question meets this threshold

See pages 9 to 12 where the scope and consequences of the proposed carparking decision are summarised.

77 Requirements in relation to decisions

- (1) A local authority must, in the course of the decision-making process,—
 - (a) seek to identify all reasonably practicable options for achieving the objective of a decision; and
 - (b) assess the options in terms of their advantages and disadvantages; and
 - (c) ...
- (2) This section is subject to section 79.

78 Community views in relation to decisions

- (1) A local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.

79 Compliance with procedures in relation to decisions

- (1) It is the responsibility of a local authority to make, in its discretion, judgments—
 - (a) about how to achieve compliance with sections 77 and 78 that is largely in proportion to the significance of the matters affected by the decision as determined in accordance with the policy under section 76AA; and

Gross failure to consult

See page 7 which outlines the extent to which WCC and LGWM failed to seek out and account for the views of those most affected.



Affect on the TQ community

See page 7 to 8 which outlines how WCC and LGWM failed to seek out and account for the significant social, economic, environmental and safety adverse effects the proposed change would bring about

79 Compliance with procedures in relation to decisions (cont'd)

....

(b) about, in particular,—

- (i) the extent to which different options are to be identified and assessed; and
- (ii) the degree to which benefits and costs are to be quantified; and
- (iii) the extent and detail of the information to be considered; and
- (iv) ...

(2) In making judgments under subsection (1), a local authority must have regard to the significance of all relevant matters and, in addition, to—

- (a) the principles set out in section 14; and
- (b) the extent of the local authority's resources; and
- (c) the extent to which the nature of a decision, or the circumstances in which a decision is taken, allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons.

...

Data pertinent to veracity of safety claims withheld by WCC and LGWM

Validity of the decision to convert parking hinges on the accuracy of this data. As such, it should have been disclosed promptly. Some data is still being withheld.

This included relevant explanatory material underpinning WCC's pre-existing decision that TQ was unsafe for cyclists and why (relevant to section 82(1)(f)).

Note also section 82A(2)(b) requirement also breached. See page 7.

Claimed "prior engagement" failed to adequately disclose its purpose

See page 7, which sets out how a full and clear description of the scale and extent of the proposed parking change was never provided at or prior to the time when WCC and LGWM claims to have sought the views of the TQ community.

Pre-determination

The proposed parking changes have been presented as a fait accompli. This is also corroborated by refusal to acknowledge that the Waka Kotahi safety report data may be inaccurate, incorrect and unreliable.

Gross failure to provide a reasonable opportunity to comment

See pages 9 to 12 which outline the significance and complexity of the proposed change, and why the current opportunity to consult is woefully inadequate (i.e. not commensurate with the scale of the impact and complexity of the issues to be consulted on).

Summary of relevant section 14 LGA decision making principles: a local authority should—

Conduct its business in an open, transparent, and democratically accountable manner;

Make itself aware of, and should have regard to, the views of all of its communities;

When making a decision, take account of: (i) the diversity of the community, and community's interests; and (ii) interests of future and current communities; and the likely impact of any decision on each aspect of well-being referred to in section 10 (i.e. social, economic, environmental, and cultural well-being of communities)

In taking a sustainable development approach, a local authority should take into account: (i) the social, economic, and cultural well-being of people and communities; and (ii) the need to maintain and enhance the quality of the environment; and (iii) the reasonably foreseeable needs of future generations

82 Principles of consultation

(1) Consultation that a local authority undertakes in relation to any decision or other matter must be undertaken, subject to subsections (3) to (5), in accordance with the following principles:

- (a) persons who will or may be affected by, or have an interest in, the decision should be provided with reasonable access to relevant information ...
- (b) ...
- (c) persons who are invited or encouraged to present their views to the local authority should be given clear information by the local authority concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented:
- (d) persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate...
- (e) the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration:
- (f) persons who present views ... should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

(3) The principles set out in subsection (1) are, subject to subsections (4) and (5), to be observed by a local authority in such manner as the local authority considers, in its discretion, to be appropriate in any particular instance.

(4) A local authority must, in exercising its discretion under subsection (3), have regard to—

- (a) the requirements of section 78; and
- (b) the extent to which the current views and preferences of persons who will or may be affected by, or have an interest in, the decision or matter are known to the local authority; and
- (c) the nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter; and
- (d) ...; and
- (e) the costs and benefits of any consultation process or procedure.

(5) ...

PART III: PROCEDURAL IMPROPRIETY

The consultation process associated with the proposed angled to parallel parking change (set out below) is fatally compromised by failure to observe basic principles of natural justice and the LGA process:

- **2015 and 2017 several instances of consultation re: how TQ may be improved generally is undertaken in a sporadic/non-systematic manner.**

At no point was any person asked to respond to the parking proposal this submission relates to, nor was information required to provide an informed response. Any views expressed at this time would now also be unsafe to rely on given the passage of time, changes in the composition of businesses and TQ community members.

- **No consultation is undertaken in respect of assessing the various long and short list options for improving TQ and Hutt Road -**

Refer page 12 of the Thorndon Quay Hutt Road: Long List to Short List Options Report, which goes on to note that in place of consultation:

It was however possible to examine the previous consultation for the corridor recently undertaken for other studies and projects, predominantly undertaken by Wellington City Council.

This report went on to summarise **transport** considerations only, which were derived from previous consultation events unrelated to the current proposal.

- **Single “virtual workshop” held on May 28 2020 during Alert Level 2.**

Various stakeholders attended, however most TQ community members were not made aware of this workshop and thus were unable to participate. Again, all of the views noted in the consultation summary exclusively relate to transport considerations.

- **Late May 2020 public engagement via “social pinpoint” digital platform:**

Public could tag a map of the area with their views. Parking changes in question still not put forward with underlying information needed to allow for informed consultation.

- **21 May 2021 3.5 week consultation period for TQ proposed changes**

WCC and LGWM provide 3.5 weeks to comment on the proposed TQ changes that the angled to parallel park changes form a part of. This is the first time this parking change is put to the TQ community for consultation.

No opportunity to provide informed feedback on the current proposal:

Engagement was not for the purpose of assessing the effects and merits of the current proposal to change angled parking to parallel parking (see LGA 82(1)(c)). Rather, it was more in the nature of a “blue sky thinking” exercise in respect of the future of TQ. No access to information relevant to the proposed parking changes provided (see LGA 82(1)(a)). Section 78 of LGA therefore cannot because we do not know what interests are affected.

No opportunity to comment on advantages/disadvantages of each option

TQ community has no opportunity to express their views re: the economic, social and cultural trade-offs that each option put forward for improving safety along TQ give rise to. Only the cyclist, bus and other transport stakeholder views are taken into account (e.g. as a result of the cyclist petition which initiated this change). This fatally compromises WCC’s ability to comply with LGA s 77(1)(a) and (b) as well as s 78. It is also in breach of the LGA’s s 14 decision making principles summarised on page 6 of this submission as well as various s 82 principles of consultation.

Given the significance of the the likely social, cultural and economic impacts on TQ community members, this failure is especially fatal to the viability of the current concept design to which this submission relates.

No reasonable opportunity to provide informed comment

Given the significance and complexity of the various economic and social impacts that the proposed changes will have on TQ community members (see page [X] below), and the number of stakeholders in attendance, this format of consultation was not able to extract the necessary views of TQ residents in a reliable and fulsome manner.

Furthermore, the meeting was not about the current proposed car park changes. The safety data information required to provide informed feedback was also not available, nor was there any meaningful opportunity to prepare and provide informed feedback as to the economic and social impacts that the current proposed parking changes would cause.

No reasonable opportunity to provide informed comment

This represents the first concrete proposal of the proposed parking changes. However, it comes AFTER the LGWM options for improving cycle safety along TQ have been selected.

In the last 3.5 weeks we have had to liaise with dozens of stakeholders from the TQ community, lobby WCC and LGWM to release safety information pertinent to our ability to provide informed feedback, and begin to assess (from scratch) the likely social and cultural impact that the proposed change will have. The requested safety data was begrudgingly provided on 3 June 2021 (i.e. nearly three weeks into the consultation period).

This in essence robs us of any meaningful ability to co-design the ultimate solution and ensure that social and economic impacts are properly taken into account as part of the assessment of all reasonably practicable options for achieving WCC’s improved objective, and the advantages/disadvantages of each from the social and economic impact perspective.

PART III: PROCEDURAL IMPROPRIETY CONT'D

The above summary of the consultation process followed by WCC and LGWM make it abundantly clear that:

- No effort has been made to identify, understand and adequately take into account, the social and economic impacts that the proposed parking changes will have on those who actually live, work, trade and own property within the affected area (i.e. on or near TQ) - i.e. "persons likely to be affected by, or to have an interest in, the matter" as defined by section 79 of the LGA.
- Cycling interests groups, Bus operators and Waka Kotahi's views have been considered at length, whereas TQ community members (whom are most affected by the proposed change) have been comparatively excluded from the consultation process. As such, the views and preferences of all persons who are affected by, or have an interest in, the matter have not been considered on equal footing.
- Light touch approach to consultation is grossly out of proportion with the nature and significance of the proposed changes, particularly when one looks at the adverse economic impact they will have on: (i) the \$324,000,000 of real estate, 164 businesses and 3000 jobs located on TQ (see page 11 to 12); and, (ii) safety and accessibility for families and children accessing community organisations like child care centers, dance studio and churches also located along TQ.
- Selection of the current proposal as the best means of addressing the safety objective (which WCC state is the sole reason for the proposed parking change) has not been scrutinised by TQ community members nor reconciled against the economic and social disadvantages it gives rise to.
- The consultation process as a whole is in breach of virtually all of the section 14 LGA decision making principles and section 82 principles of consultation set out on page 6 above. The cumulative effect of the above thereby places WCCAs in clear breach of its section 78 and 79 LGA obligations.

PART IV: FACTUAL ERRORS

In reviewing material provided, we have identified a number of significant factual errors associated with critical elements of WCC's proposal to change all angled parking to parallel parking.

The attached report prepared by Tailrisk Economics addresses the cycle safety, cost/benefit errors in full. The remaining factual errors identified are based on our assessment of the various documents provided by LGWM.

Importance of WCC's cycle safety assumptions to the overall decision

WCC and LGWM senior representatives had stated to us directly in no uncertain terms that the proposal to convert all TQ angled parks parallel parks is driven by two things:

A petition signed by 300+ cyclists: which states the petition members "feel unsafe" when cycling along TQ, because they have an untested belief that the angled parking presents a safety hazard; and

Waka Kotahi's safety audit findings, which claim that the TQ angle parks represent an unacceptable risk to the health and safety of cyclists, particularly when considered in the context of expected increase in the number of cyclists using the TQ corridor over the coming years.

No other rationale is put forward to justify the changes. Furthermore both LGWM and WCC representatives have also expressed that political pressure was another primary driver behind this proposal. As Tailrisk's attached report astutely highlights at page 11:

The NZTA audit report and the Council's response puts the Council's proposals on parking changes in context. The Council officers appear anxious to comply with what is almost an edict from the NZTA to get rid of angled parking.

Enter WCC's cycle safety factual errors

Rather than restate Tailrisk's report in full, the most salient safety related factual errors that undermine WCC's proposed change are as follows:

1. **The cyclist accident rate associated with PARALLEL parks is significantly higher than ANGLED parks:**

See page 15 of Tailrisk's report and in particular Table 2 and the following findings on page 2, which provide:

Parallel parking more hazardous for cyclists than angled parking

A recent Council study showed only one cycling accident due to a car reversing from an angled park in ten years. Due to the increased risk to cyclists from opening car doors, the risk from a parallel park is slightly higher than an angled park.

Risk to all road users lower with angled parks.

The Council's evidence shows that the incidence of accidents for all road users was 0.039, per park, over 10 years. *The rate for parallel parks was 82 percent higher at .071.*

As Tailrisk's report also demonstrates, WCC and Waka Kotahi's conclusion (that angled parks have a higher accident rate compared to parallel parks) is the product of a demonstrably flawed analysis of data.

2. **Most cycle accidents occurs in morning commuting hours when the clearway is in operation and the vast majority of cyclists are heading southbound:**

13 of the 21 cycle accidents that NZTA's Crash Analysis System (CAS) records as occurring on TQ, took place in the morning hours when the South bound clearway was operating. As most cyclists are heading southbound at this time on the east side of TQ where fewer angled parks are located, there is no logical reason to attribute these accidents to angle parking configurations. Only 7 of the accidents took place when cyclists are most likely to be negotiating cars in angled parking.

3. **Only one accident in the last 10 years involved a car exiting an angled park**

See Table two: Accident rates by car park type on page 15 of Tailrisk's report.

4. **Waka Kotahi and WCC assume all cycle accidents involving vehicles are primarily caused by the vehicle and/or the angle parking configuration.**

As point 2 above suggests, cyclist behavior (including speed and inattention) are likely the dominant cause of most TQ accidents. Note for example that the only cycle accident that led to serious injury was caused by a cyclist failing to give way to a pedestrian (see page 4 of Tailrisk's report).

5. *Despite the increase in cyclists over the last 5 years “The injury crash rate fell from about 2.3 to 1.3 per kilometer of road per year over the five years”*

See page 3 of Tailrisk’s report. This runs counter to any argument that angle parks nonetheless must be removed to account for future anticipated cyclist numbers.

WCC’s Cost/benefit factual errors

WCC further justifies the cycle safety improvements that it erroneously infers from the relevant data by asserting that the resulting increase in safety brought about by changing all angle parks to parallel parking will save \$1.7 million over ten years. Tailrisk’s report also robustly assessed WCC’s flawed cost/benefit analysis and in doing so identified that:

There is only the slightest impact on the number of accidents, which fell from 18.5 every ten years to 18.4. That is, there would be one less accident every one hundred years. As a consequence the social savings are very small at around \$570 a year. As the social and economic costs of the conversion will inevitably be a very large order of magnitude greater than the benefits there is no justification for a rushed conversion to parallel parking at this point.

The above finding is also completely at odds with the WCC claim that converting angled parking to parallel parking would save \$1.7 million over 10 years.

Even if Tailrisk’s correct assessment of WCC and Waka Kotahi’s data were wrong, we struggle to see how the average ACC recorded cost per cycling accident of \$1,800 can somehow balloon to \$1.7 million in savings over 10 years when only 21 cycle accidents have occurred on TQ between 2011 and 2021. This is especially difficult to accept when one considers the following extract from the “Thorndon Quay Crashes & Parking Analysis Wellington City Council 2021”, which states only three of the four serious accidents in the TQ area related to parking:

“Of the 25 reported crashes involving cyclists in the area, 20 were related to parking. Of the four serious injuries involving cyclists, three related to parking”

Car park utilisation errors

In its assessment WCC asserts that the loss of car parks brought about by converting all angled parks to parallel parks will not impact car park availability on TQ because in its view, the existing car park stock is no where close to being fully utilised.

This claim is factually incorrect. The data set that WCC relies on to justify the reduction of TQ car parks from 380 to 202 (or 47%), is based on data collected between 1 September 2020 and 31 October 2020. There are two major issues with this. First, sole reliance on a single sample taken at a one annual point of time is highly unreliable, as car park usage will often vary greatly throughout the year (due to weather or trade cycles amongst many other things).

What is most concerning however, is the fact that New Zealand was still at COVID alert level 2 from 30th August until 21st of September 2020 and Auckland was in and out of Alert level 1 and 2 until 7th of October. As a result trade across New Zealand as a whole and Wellington was dramatically reduced by the Alert Level 2 restrictions and the fact that New Zealand was still rebounding from Alert Levels 4 and 3. As a result, during the entire time that WCC was collecting average daily car park usage data, trade, and in turn, the use of car parks along TQ was significantly lower **compared to both now and pre-COVID usage rates**. We do not understand why this data set was relied on given its obvious inability to provide representative indication of car park usage under ordinary circumstances.

Indicative assessments over the last three weeks indicate that between 9am and 6pm weekdays the average occupancy of all angle parks on TQ is between 70% and 85% (depending on the relevant section of TQ). As WCC’s car park usage data is so unfit for purpose, any insights derived from it are likely rendered factually incorrect. As such no legally valid decision making can be based on this data in any way.

Car park revenue loss factual errors

WCC states that \$1,206,520 is earned per year from TQ carparks. Based on their assessment, changing all TQ angle parks to parallel parks will result in a 6% reduction in revenue. We note that this is based on a 35% reduction in car parks. Given that the reduction is actually 47% (i.e. 202/380) when you take into account the TR53-21 Thorndon Quay Pipitea the actual revenue loss is greater - i.e. a 12% drop (35%-47%) on top of the predicted 6% loss in fact gives rise to 18% or \$217,173.60 reduction in revenue. This is without the proposed 4-6pm clearway reducing parking by 70% being factored in.

Errors regarding the percentage of total car parks lost

WCC’s calculation of the total parks lost also fails to account for the fact different amounts of angled parks are located at various sections of TQ. It also does not account for the total percentage of carparks lost when LGWM’s proposed 4-6pm clearway is operating:

- North end of TQ to the motorway overpass (TQ01 to 05) loses 41% of its parks except during the 4-6 pm clearway proposed by LGWM when 78% are lost.
- Motorway overpass to Bordeaux crossing (TQ06 to 09) loses of 41% of its parks except during the 4-6 pm clearway proposed by LGWM when 71% are lost.
- Bordeaux crossing to Davis Street (TQ 10 to 16) losses of 47% of its parks except during the 4-6 pm clearway proposed by LGWM when 74% are lost
- Davis Street through to the southern end of TQ (TQ17 to 21) loses 40% of its parks except during the 4-6 pm clearway proposed by LGWM when 74% are lost.

PART V: RELEVANT CONSIDERATIONS

WCC's decision making to date has failed to take into account several significant categories of adverse effects, which the proposed angle to parallel parking changes will cause. As noted above, this failure compromises the legitimacy of WCC and LGWM's assessment of options.

As we have only been provided with three and a half weeks to prepare this submission we are only in a position to comment on the following at a high level. We do however intend to furnish the WCC with more information and evidence regarding the following in due course.

Car park short falls

As noted on page 10 above, observations over the last few weeks indicate that the average rate of angle car-park usage between 8 am and 6pm weekdays is approximately 70% and 85% depending on the relevant section of TQ (e.g. south end of TQ to Davis Street the percentage is lower compared to all other sections). It goes without saying that the time period during which our observations were made is far more representative of normal use than the time period selected by WCC.

When the more representative car usage rates is taken together with the minimum 47% total reduction in car parks that the proposed angle to parallel change will result in (i.e. outside of LGWM's proposed 4-6pm clearway period) it shows that a significant car park shortfall will be created by the proposed change, especially during the proposed clearway time period where the total short-fall will more than double.

For the Woolstore Design Centre alone, total car parks lost will reach over 80 car parks when the 50 business car parks that it leased (from NZTA) but subsequently annexed by Greater Wellington Council for bus layover are also taken into account.

Resulting social and economic impacts

As previously noted TQ is home to over 164 businesses and other organisations, which collectively employ approximately 3000 people. In addition the real estate located along TQ is collectively worth circa \$324,000,000.

On page 3 of this submission we outline and explain why the commercial viability of most businesses and other organisations located along TQ is unavoidably contingent on

retaining adequate parking capacity (i.e. capacity that can support car park demand that prevails on average across each section of TQ), for example:

- Many of the businesses that we have spoken to (including our many members) have indicated that the proposed loss of parking will have a significant adverse financial impact on their business over the immediate to medium term.
- Those businesses who are almost entirely reliant on car-bound customers are affected the most.
- TQ Businesses that rely on the existing parking capacity for fleet vehicles also indicate that the loss of parking will likely make operating from TQ unviable in at least the medium term.
- Those businesses that rely on ease of vehicle access and parking for families and children (e.g. our daycare center and dance studio members) also indicated that the change would create drop off and pick up impediments that ultimately make remaining on TQ unviable also.

The above views have been expressed by the vast majority of business owners on TQ. Many of these owners state that the proposed parking change would likely lead to them exiting TQ and either re-locating to areas like the Hutt Valley, Porirua and Petone where similar space is available at an affordable rate. Others indicate that they may exit the Wellington market completely. Overall, these outcomes would lead to many of the existing 3000 jobs either moving out of the city or ending altogether.

Over the last 10 plus years, owners of the various buildings along TQ that the above businesses occupy have invested significant amounts of capital earthquake strengthening and upgrading the TQ building stock so as to retain the 164 businesses as tenants. Their decision to invest accordingly was predicated on the value of their building not being eviscerated by blind car-parking decision making. While we are yet to procure expert evidence, it can be reliably taken as read that:

- The total revenue that a commercial building earns per year in lease payments is contingent on occupancy by tenants;
- If WCC car parking changes render a significant proportion of TQ businesses unviable, the resulting tenant exodus will cause an abnormal loss of rental income.
- The above almost certainly cause a dramatic reduction in the per sqm lease market rate for TQ commercial property and in turn the total capital value of TQ buildings;
- A significant loss of car parking proximate to a commercial building will also have a very appreciable and empirically measurable negative impact on both lease and total capital market value.

It is difficult to see how TQ building owners can be expected to shoulder such a major financial loss when at the same time WCC's long term plan is currently calling for an upcoming 13% rate rise with significant rate rises in out years. This increase is simply not sustainable if owners have no ability to increase income because of the absence of car parks is causing them to hemorrhage leasing income.

Given that the vast majority of cyclists moving through TQ are doing so for commuting purposes (i.e. over a total of 10 hours per week), WCC's proposed parking change is in essence entail asking members of the TQ community to give up the following in exchange for a non-existent or nominal safety improvements (given the factual errors above):

- hundreds if not over 1000 jobs (particularity in the medium term as leases come up for renewal);
- many of the businesses that operate as draw-cards and key anchor points along TQ
- tens of millions of dollars in building asset value and lease income;
- critical community assets that are already in short supply in the central city (e.g. day care centers, dance school, churches);
- much of the social and cultural fabric that defines the TQ area is the reason for it becoming a community.

Adverse impacts on safety and cyclist behavior

While WCC and LQWM have expended an abundance of energy and time examining the heuristically inferred/perceived cycle safety considerations, no consideration has been given to safety issues generated by converting all angled parking to parallel parking.

As Tailrisk has reliably derived from the empirical data that WCC and LGWM's proposed change is apparently based on, crash statistics show that parallel parks are 83% more likely to cause accidents. In the absence on any further data we can only infer that this is attributable to one or more (if not all) of the following:

- the risk to cyclist safety generated by passengers in parallel parked cars when they opening road side doors;
- the additional time it takes for a car to clear the area that cyclists pass through when executing a parallel park;
- The additional time that car passengers from parallel parked cars spend in space that cyclists pass through when entering and exiting the vehicle roadside.

As Tailrisk also correctly points out, no consideration is given to the role that cyclist behavior and error plays in the crash incidents along TQ. This consideration is especially pertinent to the assessment of alternatives to changing angled parks to parallel and the trade off between the safety benefits derived from doing so vis-a-vis the economic and social benefits this will give rise to.

Climate change impacts

The release of the Climate Change Commissions first final report this week (Re: policy adjustments New Zealand must make over the next five years to meet its Paris Agreement commitments) is timely. In the report the Commission emphasises the significant role that vehicles play contributing to green house gas emissions.

As noted on page 4, for a variety of reasons vehicles are unavoidably relied on by both the customers of most TQ businesses as well as many of the businesses themselves (owing to the nature and size of the goods and services predominantly traded by TQ businesses).

As is also noted on page 4, TQ is the primary district for such "design/home trade businesses" and is the only one located close to central Wellington. In the event that the parking changes cause many of the "design/home trade businesses" to relocate to areas like Hutt Valley and Porirua as predicted, the existing customers will not cease to rely on a vehicle to access their goods or services. Instead, these customers will simple drive to the Hutt Valley and Porirua etc thereby displace and increase vehicle reliance. The total additional kms traveled by car as a result of the proposed angle to parallel parking changes would therefore be in the tens if not hundreds of thousands.

PART IV: CONCLUDING REMARKS

We are of the collective view that the process which has given rise to the current proposal to convert all TQ angled parks to parallel parking is fatally compromised to the point that it ought to be abandoned altogether.

Alternatively, the only way in which the process can be rectified is by starting it from scratch. While we obviously oppose the proposal to convert TQ angled parking to parallel parking, if this option is chosen:

- Waka Kotahi's safety audit must be peer reviewed;
- Car park usage must be re-assessed by an independent third party
- All affected parties, including TQ community members must be involved in the process of identifying, stress testing and selecting preferred means of addressing safety issues (not after fundamental decisions regarding options are selected to the exclusion of others).

SIGNED by PAUL ROBINSON:

SIGNED by EMMA SUTHERLAND:

WITNESSED by DALE SCOTT:

Signature _____

Signature _____

Signature _____

Position _____

Position _____

Position _____



Draft for limited distribution

Review of the evidence on road safety in the Northern Thorndon Quay parking zone

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Introduction

This report reviews the evidence on the risk of accidents to vulnerable road users in the Thorndon Quay parking zone. The focus is on the impact of a proposed conversion of angled parks to parallel parks and the Council's economic assessment of the benefits from that switch. An alternative estimate of the accident and social cost impacts of the proposed conversion based on the empirical evidence is presented.

Note that the analysis and findings in this report are provisional. Time pressures have meant that not all issues could be analysed in full and the report has not been peer reviewed.

Key findings

Parallel parking more hazardous for cyclists than angled parking

A recent Council study showed only one cycling accident due to a car reversing from an angled park in ten years. Due to the increased risk to cyclists from opening car doors, the risk from a parallel park is slightly higher than an angled park.

Risk to all road users lower with angled parks

The Council's evidence shows that the incidence of accidents for all road users was 0.039, per park, over 10 years. The rate for parallel parks was 82 percent higher at .071.

Clearways may not necessarily reduce cycling accidents

The Council's data analysis showed that south bound peak hour cycle traffic, which benefits from a clearway in the peak hours, had nearly twice the accident rate as northbound traffic which does not have a clearway and passes more angled parking. The effect of the clearway may have reduced perceptions of risk and induced more risk-taking behavior amongst cyclists.

Reduction in accident benefits from reducing the number of parks is trivial.

Our estimate of the social value of the reduction in accident costs, based on the Thorndon Quay empirical accident history is \$570 per year. The accident reduction benefit from reducing the number of car parks is almost exactly offset by the higher risk of parallel parks. The number of accidents would fall by only one every hundred years. The Councils estimate of a fall of in the number of accidents of six per year was driven by an error in the reading of a report on a dated US study .

Better education on hazards would encourage cycling

Cyclists are repeatedly told that Thorndon Quay is a high risk area because of the risk of cars reversing from parks when this hardly ever happens. The Northern section of Thorndon Quay had five minor, and one serious, cycling accidents in 10 years. Better education on the true risks might encourage more cycling.

Document reviewed

The following documents or sources have been considered in this report:

1. A 2015 report to the Wellington City Council 'Hutt Road Sustainable Transport' by Opus consulting.
2. Thorndon Quay Hutt Road Strategic Case report.
3. NZTA Crash Analysis System (CAS) data.
4. The recent NZTA Audit report.
5. ACC claims data.
6. A 2021 Council report on parking and crashes.
7. Thorndon Quay Crashes and parking analysis: Reply to report by TQ business owners.

1. 2015 Hutt Road Sustainable Transport Report

Appendix A of this report provided information on the crash history of the Hutt Road and Thorndon Quay over the 5 years 2009-2013 inclusive. Most of the analysis considered both roads together, but there was some consideration of accidents on just Thorndon Quay.

The cycle accident rates for the Hutt/Thorndon Quay roads are presented in figure one. The injury crash rate fell from about 2.3 to 1.3 per kilometer of road per year over the five years.

It was also stated that 'indicative assessments of the corridor against the predicted crash frequency from the Economic Evaluation Model (EEM) show the crash rate is significantly higher than would be typically expected'. However, as no further information was provided on this modeling it is not possible to assess whether this was a meaningful comparison.

There were 42 reported crashes involving cyclists, of which eight were serious.

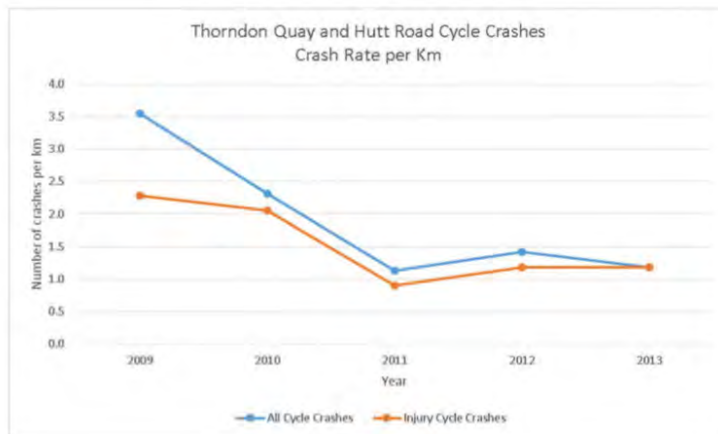
Two predominant crash types were described.

- Vehicle conflicts on the Northern bound section of the Hutt road
- Vehicle conflicts with drivers turning into or reversing out of angle parks on Thorndon Quay.

On Thorndon Quay there were 16 crashes resulting in four serious and 12 minor injury crashes.

The serious accidents appear to have been concentrated in 2009 as the number for 2010-19 was just two.

Figure one: Thorndon quay and Hutt road cycle crash rates



For the Hutt road 58 percent of cycle crashes occurred on the Hutt road shared pathway and 42 percent on the Hutt road. A significant number of cyclists use the road in preference to the pathway.

There were three crash sites clusters:

- The Hutt road intersection with School road.
- The intersection with Sar street'
- The Thorndon Quay Intersection with Moore St (4 cases).

One of these cases was a serious injury case where a cyclist failed to give way to a pedestrian on a crossing.

There were four reported pedestrian crashes (three on crossing). Two involved cyclists.

There were 88 vehicle crashes, 4 involving serious injuries. 20 of 33 Thorndon Quay crashes involved intersections, which are in the southern section of Thorndon Quay.

The reported implications for the options did not include a proposal to remove any parking.

2. NZTA Crash Analysis System data

We extracted data from the NZTA Crash Analysis System (CAS) for the Northern Thorndon Quay zone (Tinakori road to Davis Street) for the years 2010-2019 inclusive. There were seven injury accidents. Six involved cyclists. Only one of these (on the corner with Davis Street) was a serious injury accident. Note that a serious injury is defined by the NZTA as follows:

A serious injury is any injury that requires (or would usually require) a person to have immediate treatment at a hospital (either out-patient treatment by a hospital's Emergency Department or admission to hospital).

This is not necessarily a high bar.

A minor injury normally involves just first aid treatment.

In the Southern Thorndon Quay zone there were 18 injury accidents. Nine involved cyclists. There was one serious injury, which as noted above, involved a cyclist running down a pedestrian on a crossing.

3. Thorndon Quay Hutt Road Strategic Case report

The safety case for a Thorndon Quay cycle-way was made as follows.

5.2.3 Problem Statement 2: *The current state of cycling facilities results in conflict between users, increases risk and limits cycling attractiveness for increasing volumes of cyclists*

PS 2 Cause and Effect

The cause of this problem is defined as a growing number of cyclists travelling along the corridor without space or suitable facilities to cater for safe cycling. The effect of this is an increasing risk to cyclists coming in conflict with motor vehicles and limiting the uptake of cycling as a mode of travel on this corridor

The evidence for this was:

Cycle numbers along the corridor are high, ranging from 200-400 cyclists (two-way) per hour in the peak period and 700-1300 cyclists (two-way) per day. Based on previous trends, without any improvements, this number is expected to grow by around 40% by 2030 which equates to 280-560 (two-way) cyclists in the peak period and 980-1960 (two-way) cyclists per day.

The assumption that accidents will increase with increasing cyclist numbers is not supported by the accident evidence. Despite a significant increase in cyclist numbers over the last decade accident numbers appear to have fallen, though caution should be exercised in drawing conclusions about trends because of the small numbers of accidents.

It is assumed that by 2025 there will be:

- 600 additional cyclists per day (1300 cyclists total)
- 450 additional walker/runners per day (450 walkers/runners total)
- 100 additional device users (e.g. e-scooters, etc) per day (100 device users total) .

And that by 2030

The estimates also assume that the number of users will grow by 10% per annum between 2025 and 2030.

This could result in a step change in cyclists with a trebling of volumes to approximately 4,000 cyclists per day (weekday) in 2036, it is assumed that most of these cyclists will use the Hutt Road Thorndon Quay corridor.

We note that the assumptions about increasing cyclist numbers are not supported by any real evidence.

There is very limited provision for cyclists on Thorndon Quay with just a southbound AM peak clearway provided along Thorndon Quay which removes parking conflicts and nothing else for cyclists. However, there is no PM peak clearway which means that cyclists are often forced to share the lane with general traffic. This has multiple effects, the first being that cyclists are at risk of collision with passing traffic, car parking and vehicle accesses. The second being that cyclists in the traffic lane delay through traffic (including buses).

Unsurprisingly, the existing link level of service (LOS) has been calculated using the Danish method and indicates an average to poor (LOS D to F) on the different sections of Thorndon Quay. It should be noted that the Danish method does not take into account intersections, accesses or angle parking which are anecdotally some of the key concerns for cyclists on Thorndon Quay.

The Council's data analysis (see below) actually showed that peak time accidents are higher on the southbound route than the northbound route. This suggests that cyclist behavior may be an issue.

The analysis of road safety was based on injury crashes from 2010 to 2019.

The main problem with this analysis is it did not disaggregate the data for the main

segments of the route and in particular did not separately identify the Northern Thorndon zone that has the highest concentration of angled parks

Along Thorndon Quay the most likely cause of a cyclist injury crash is the interaction with a parked or parking vehicle (26/35 of cyclist injury crashes). This includes opening doors for parallel parks, entering/exiting angled parks and u-turning whilst looking for a park.

The report concludes:

Based on the Safe System Assessment Framework (SSAF) the safety risk for cyclists is the highest of any user group (in the Thorndon Quay section). This is due to the non-separated facility (no shared path), the busy nature of the road environment, poor connections to adjacent facilities, the proximity to on-street parking and the speed environment (greater than 30km/h)

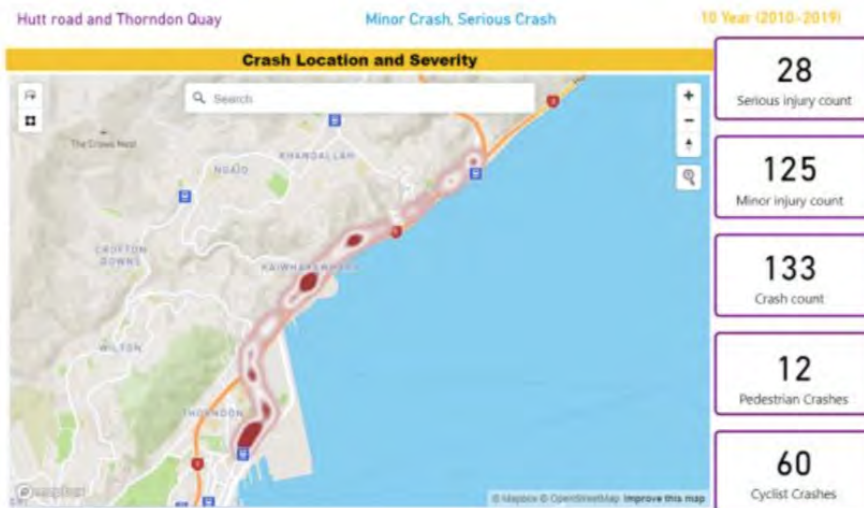
It is no surprise that the safety risk for cyclists is the highest for any group because cycles are intrinsically more risky than cars. The issue is whether a change in the parking configuration offers sufficient safety benefits relative to the economic and social costs it might impose. The problem with safe system frameworks is that they tend to focus just on the roading structure to the exclusion of behavioral issues and the economic and social costs.

Appendix A: The Safety analysis

The safety analysis consisted of:

An overview slide (figure two), which actually makes it clear that the Northern Thorndon Quay zone is a relatively low risk area despite its high concentration of angled parks.

Figure two: Overview of HR and TQ



A 10 year crash trend (figure three). The top graph is unintelligible because both marked lines read 20. The bottom graph makes it clear that cycle accidents are low even accounting for the higher risk Southern part of Thorndon Quay and the growth of bike riding. The main issue appears to be increasing motorcycle crashes, which is not directly relevant to cycling accident concerns.

Figure three: Crash trends

Crash Trend (10yr)

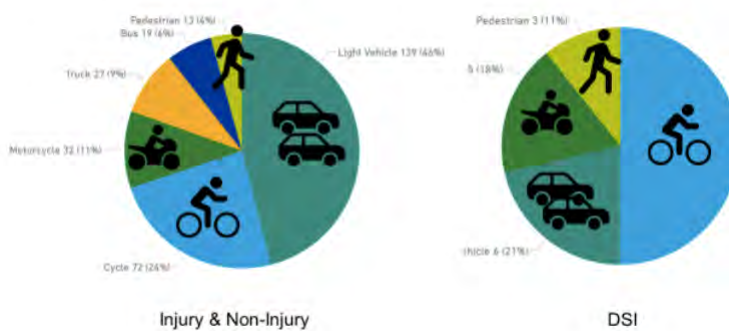


There were two figures (four and five) showing the relative shares cyclists in the of total accident and injuries numbers. These relative proportions are irrelevant. It is

the absolute number of accidents and injuries that matter, not the share of a very small total. It is obviously better for cyclists to have 100 percent of one accident than twenty percent of 100 accidents. The impact of these pie graphs is to give the (misleading) impression that the risks for cyclists are high.

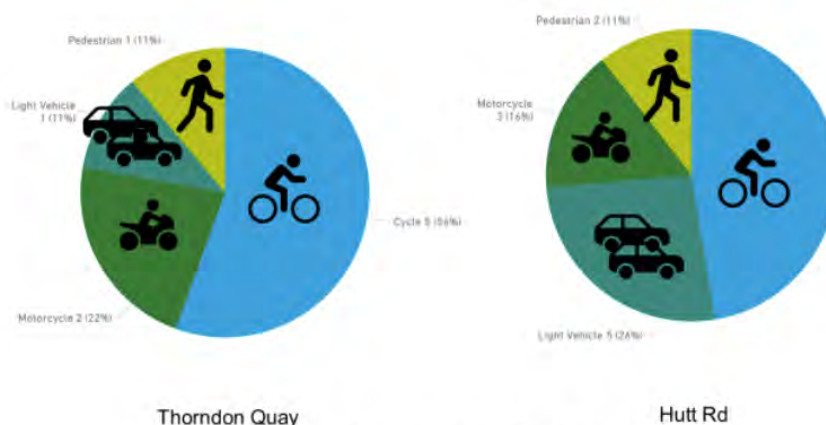
Figure four: Shares of accidents by mode

TQ & HR – All Crashes vs DSI (10yr) by mode



Vulnerable users account for 79% of DSI

Figure five: Shares for Thorndon Quay and Hutt Road

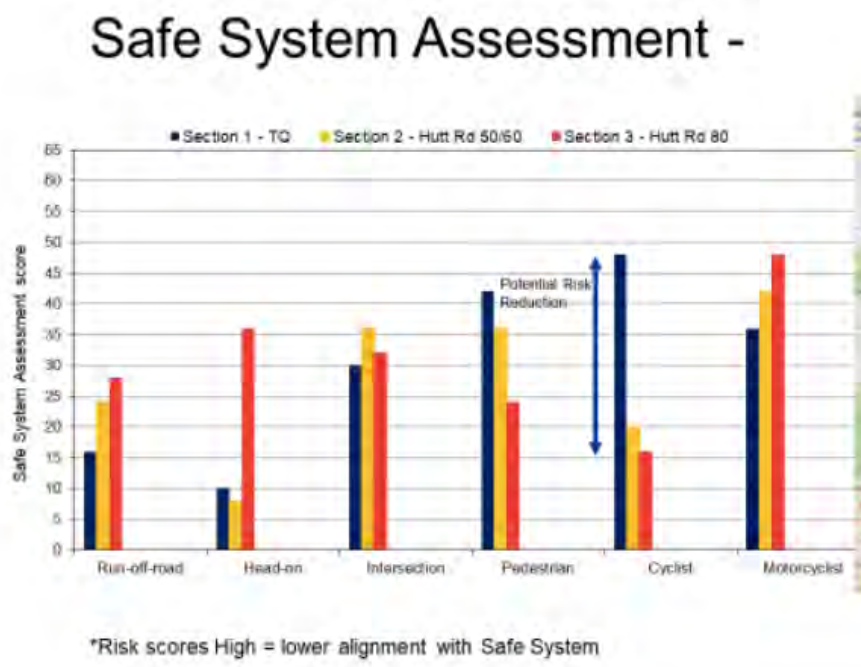


DSI split similar on TQ & HR

A 'safe system' assessment.

The safe system assessment doesn't tell us much. It is not split between the northern and southern zones and without any information on how it is calculated we cannot give it any weight. We suspect that the assessment was based largely on the lack of separation of cycling and motorists rather than an assessment of the crash evidence. Having a safer system does not necessary mean that accidents will reduce appreciably. The cyclists who treat their commute as a high speed training run, and are most at risk of accidents will probably continue to use the road, as evidencing by the Hutt Road experience.

Figure six: Safe system assessment



The final graph includes cyclists and motor cyclists in the analysis. Motorcycles are motor vehicles and should not have been included in the analysis.

4. NZTA Investment Audit report

In a recently released audit of the Council's roading activities the NZTA was critical of the Council's recent efforts on road safety

Road safety results have shown little change in the last 9 years. This is a disappointing result given the key priority of Council is to reduce the number of people injured or killed on the network. Analysis indicates the primary concern lies with the Arterial network (Figure 9). Also, the number of cyclists and pedestrians injured or killed is overrepresented in crashes based on the number of active users (2018 Transport Activity Management Plan, page 124).

It should not be a surprise that cyclists are 'over represented' in deaths and injuries relative to their numbers. Cycles offer no protection in a crash. Cars do. If cycles were subject to the same safety rules as cars they would be banned.

At the last audit in 2015, we commented about the crashes on Thorndon Road involving cyclists. On this audit, we observed that no recent improvements had been made to improve cycle safety on Thorndon Road. Council commented that improvements are being looked at to improve Thorndon Road, but these will be implemented as part of the "Lets' Get Wellington Moving" programme. This work programme is in its infancy with physical work many years away. This is too long; Council needs to act now to implement an interim safety measure for cyclists. The major conflict on Thorndon Road is the conflict between cyclists and cars exiting the perpendicular car parks. A simple solution is to revise the parking orientation to all parallel car parks to mitigate the conflict. It is vital that Council prioritises first on safety and second on convenience in this situation.

The NZTA auditors did not seem to be well informed about the number of cyclists killed or injured on Thorndon Quay. According to the CAS data there have been no deaths and 2 serious injuries over 2010 to 2019.. The NZTA audit team would not have been aware of data, discussed in this report that demonstrated that shifting to parallel parking will not necessarily improve safety outcomes. They may also not have been aware of the NZTA analysis that was inconclusive on the issue of the relative safety of parallel and angled parking.

The Council responded:

We agree with the position that cyclists and pedestrians are disproportionately represented in death and serious injuries and that more work is needed to improve safety for active users on our road network. Furthermore, we recognise that Thorndon Quay poses a safety risk to cyclists due to the high number of users and current road design that is inherently unsafe for cyclists. WCC officers have made multiple attempts over the past 20 years to improve safety at Thorndon Quay for cyclists, but for several reasons, largely the resistance from local retailers to a loss of parking, these have ultimately been unsuccessful.

The NZTA audit report and the Council's response puts the Council's proposals on parking changes in context. The Council officers appear anxious to comply with what is almost an edict from the NZTA to get rid of angled parking.

5. ACC claims data

The following information on ACC cycling injury claims helps to put the cycling injury rate on Thorndon quay in context. Specifically:

- There were 49,068 new cycling related claims in 2019.
- The Wellington region's contribution was 4295. This compares with Thorndon Quays's average cycling injury rate of a little over one a year.
- There are about 1600 claims a year relating to vehicle/cycle collisions. This number has been stable over the last five years despite a very sharp increase in the total number of cycling related claims.

6. Thorndon Quay Crashes & Parking Analysis Wellington City Council 2021

This paper reviewed the accident record on Thorndon Quay over the period 2011 to 2021. The source of the data was not provided but we assume it is from the CAS and was supplemented by information not available to public on-line users. Note that the data does not always match data from other sources and that we have not had the opportunity to reconcile any differences.

The main empirical findings are presented in table one .

Table one: Summary data

Number of crashes	102			
Non injury %	53			
Minor injury %	40			
Serious injury %	7			
Crashes involving cycles	Non injury	Minor crash	Serious crash	Total
Cycle only	0	2	1	3
Cyclist /heavy vehicle	0	1	0	1
Cyclist/light vehicle	4	14	3	21
Cycle crashes times				
Morning peak hours	13			
Evening peak hours	7			

Parking configuration change

The crash data presented by the Council is set out in our figures seven and eight. The discussion is as follows:

The data indicate that the current parking configuration is likely the main contributor to the large number of cycle crashes in the area. Of the 25 reported crashes involving cyclists in the area, 20 were related to parking. Of the four serious injuries involving cyclists, three related to parking. There are two main types of parking crashes: vehicles manoeuvring into or out of parking spaces and colliding with cyclists, and drivers opening car doors and hitting cyclists.

Our reading of the data is that parking configuration as such is unlikely to be the predominant driver of cycling accidents. Just because a cyclist is involved in a parking relating crash does not mean that the fault is with the driver. The cyclist could have riding too fast or could have been inattentive. The evidence on the timing of crashes is interesting in this respect. There were 13 accidents in the a.m. which would have been dominated by southbound riders when the clearway was in operation. But there were only seven in the peak p.m. times when cyclists would have been negotiating the anglepark intensive north part of Thorndon Quay on their way home.

As Figure 6 shows, the majority of parking related crashes on Thorndon Quay occur when a car is entering a parking space, especially an angled car park.

Angled parking accounts for 78 percent of the crashes that occur when a vehicle is entering a parking space and 54 percent of the crashes that occur when a vehicle is exiting a parking space. Overall, 24 percent of all crashes on Thorndon Quay relate to angled parking, and 42 percent of all parking related crashes are due to angled parking.

The use of proportions to describe the data can be misleading. 54 percent of accidents when leaving an angled space looks impressive if the reader doesn't know that the exit accident rate is much lower than the parallel park exit rate .

Figure seven: Parking crash types

Thorndon Quay Parking Related Crash Types 2011-2021

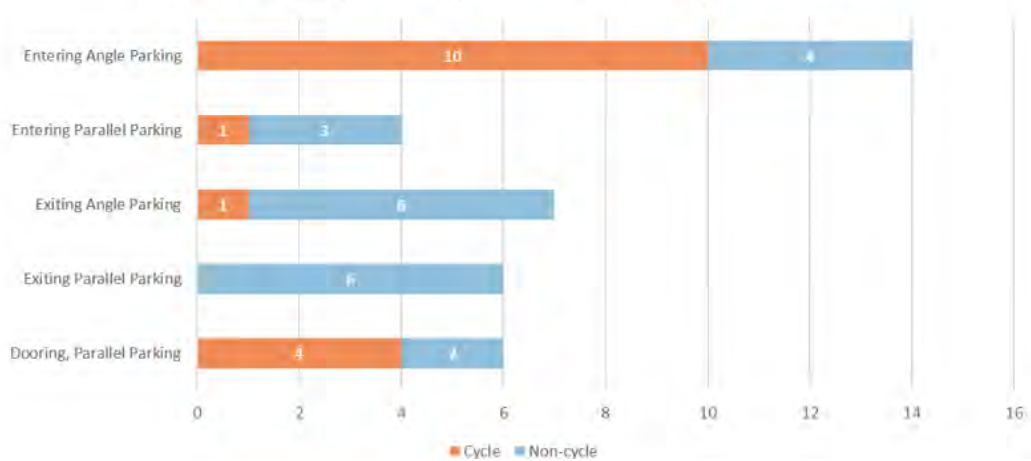
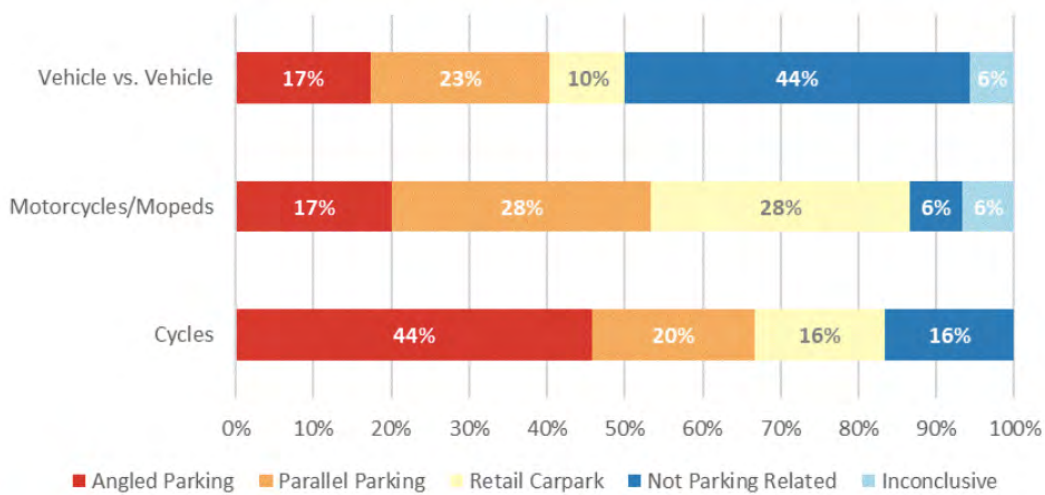


Figure eight: Shares of parking accidents

Thorndon Quay Crashes 2011-2021



The Flaw in the Council analysis

There is a fundamental error in the Council’s analysis. They have focussed on the shares of parking related crashes without regard to the number of parks. As there are many more angled parks (274) than parallel parks (106) then naturally, other things being equal, the greater the number parks the higher the number of parking

related accidents. What is the relevant figure is the accident rate per car park. Our estimates of these accident rates, per ten years, is set out in table two. This analysis shows that parallel parks are more risky than angled parks for both cyclists and particularly for cars.

Table two: Accident rates by carpark type

Cycles	Accidents per ten years	Accident per park 10 yrs	Cars	Accident per park 10 yrs
Angled parks				
<i>Entering</i>	10	0.036	4	0.015
<i>Exit</i>	1	0.0036	6	0.022
<i>Total</i>	11	0.040	10	0.037
Average of cars and cycles		0.039		
Parallel parks		.		
<i>Entering</i>	1	0.009	3	0.028
<i>Exit</i>	0	0	6	0.057
<i>Dooring</i>	4	0.038	2	0.019
	5	0.047	11	0.104
Average of cars and cycles		0.76		

Cost of accident analysis

The Council calculated the benefits from the parking configuration change as follows:

Of the parking related crashes, 24 of the 57 recorded crashes are due to angled parking. Half (12) of the angled crashes resulted in Non-Injury, while 10 resulted in Minor Injury, and 2 resulted in Serious Injury. By using cost figures from the NZTA and Ministry of Transport, we calculated the crash costs of the current design on Thorndon Quay, as well as the estimated crash cost savings achieved by converting the angled parking to parallel parking.² The calculations are based on the actual number of crashes related to angle parking on Thorndon Quay in the past 10 years. As shown in Table 2, after adjusting for severity, traffic trends, and underreporting, it is estimated that the angled parking crashes cost approximately \$2.7 million over a 10 year period. An estimated \$1.7 million in crash cost savings over a 10 year period can occur by converting angled parking to parallel parking.

We note that the 24 recorded crashes due to angled parking does not appear to be consistent with Council’s figure of 21 crashes in figure nine.

The Council’s cost results are presented in figure nine :

Figure nine: Council estimate of savings from parking change

Crash Costs	Fatal	Serious	Minor	Non-injury	Total
Cost of crashes per 10 years	\$562,023	\$1,149,815	\$782,258	\$216,132	\$2,710,228
Crash cost savings per 10 years	\$354,075	\$724,383	\$492,823	\$136,163	\$1,707,505

This cost assessments were not derived just from the empirical data. Instead the Council cites a number of industry sources.

It is calculated that converting from angled to parallel parking will the reduce the costs of accidents by 63 percent. This reduction was applied to each accident type.

Using this methodology, an estimated 6.1 less crashes will occur per year with the conversion of angled parking to parallel parking. Using a 4% discount rate over a 20 year project life span, we've estimated that converting angle parking to parallel parking on Thorndon Quay will yield \$2.3M in crash cost savings .

Three large supporting documents were cited.

The first is the NZTA's 'Monetised Benefits and Cost manual which is a lengthy (379 pages) theoretical and practical manual for transport related cost benefit analyses.

We do not know what, if anything, the Council's benefit analysis took from this paper.

The second document 'Crash Estimation Compendium' by the NZTA has some relevant information. Under the heading 'Common Urban Midblock Crash Reduction/Modification Factors' there is a risk adjustment factor for converting from angled to parallel parking. A accident reduction factor of 40 percent is applied. This factor is new and the confidence level in the estimate is described as low. The accompanying note reads as follows:

There is a lack of Australasian research on this treatment and there is a significant discrepancy between the results. Hence, this is only an indication of the likely level of crash reduction that could be expected from this treatment.

It is not clear whether the 40 percent reduction factor is due to the reduction in the number of car parks (this is about the reduction to be expected from a transition to parallel parking) or to a fall in the risk of each car park.

The Council cited another source which appears to be the most directly linked to their accident reduction estimate. It is the Hand Book of Road Safety measures (Elvik et al 2004 first edition). We have reviewed the second edition. Table 3.15.1 reports the following information

Transition from diagonal to parallel parking

Unspecified severity All accidents -35%

Unspecified severity Parking accidents - 63%

The estimates were based on just one 1990 study for the USA¹

In general the Handbook found that many of the parking studies they reviewed were methodologically weak. We have not been able to review McCoy et al. but note that it is dated and the results probably reflect US specific conditions that might not apply elsewhere.

Even if the impacts reported by McCoy are robust, the Council has used the wrong number. It has applied the 63 percent reduction in parking accidents to all accidents not the 35 percent that should have been applied. According to the Council there were 24 angled parking accidents. Reducing that by 63 percent gives a 16 percent reduction in total accidents. Alternatively the 35 percent reduction in total accidents could be used but only for the parks converting from angled to parallel. Accounting for the different accident rates where most conversions will take place (in angled parks predominate lower risk Northern Thornden Quay) the overall reduction might be about 20 percent.

The third paper ‘Social Cost of Road crashes and Injuries 2019 update’ provides the cost estimates for the crash types. The costs are:

Table three: Social costs of road accidents

Accident type	Social Cost \$'000	Scaled for non-reported injuries \$'000
Fatal	5374	5374
Serious	552	1005
Minor	32	110

¹ McCoy, Ramanujam , Mossavi and Ballard ‘Parking Layout and Marking parking spaces 1990

The serious, and particularly, the minor injury costs, are in our view based on an unreliable methodology and are overstated. We note that the NZTA will be revisiting their methodology. Where appropriate we have used our own estimates in our cost calculations

We also note that the Council has an estimate for non-injury accident costs. There is no estimate for this in the NZTA paper. The estimate could be based on a rough guess at the damage to cycles, or even to cars in some cases.

Support from road safety manuals

The Council attempted to buttress its case by providing excerpts from two standard documents on road safety. The boldings of the points made are the Council's.

Excerpt from Austroads page 114 - 4.11.2 & 4.11.3:

*“Parallel parking limits the number of vehicles parked along the kerb (compared with angle parking) but **has the advantage of minimising crashes** associated with parking and unparking manoeuvres.”*

This might possibly be true with respect to parking manoeuvres, but this advantage might, as the Thorndon crash record illustrates, be offset by the risk from dooring.

*However, all forms of **angle kerbside parking present a greater hazard** to road users than parallel parking.”*

*“Studies show that when parking is changed from angle to parallel kerbside parking, **the accident rate along a length of road decreases substantially** and the traffic capacity is greatly increased.*

We have read the relevant section in Austroads. There were no reference to studies that might support their claims. They do suggest, however, that there is a lesser issue (assuming there is one) with lower speed limits. The environments they were contemplating were arterial routes with speed limits of up to 70 km, so the lower speed limit for Thorndon Quay should mitigate any concerns, particularly if the limit were reduced to 40 km. as some have proposed.

Excerpt from Traffic control devices manual: Part 13, Parking Control (2007), page 34 Table 5.1: Positives and negatives of types of on-road parking parallel parking.

Parallel

- *If controlled, has the least disruption on flow of traffic*
- ***Has less crashes** associated with manoeuvring out of parking spaces than angle*

parking

- *Can not accommodate as many spaces as angle parking*
- *Some cyclists may ride into an opening car door*

Angle

- *Provides more spaces than parallel parking Needs a wide roadway width to accommodate spaces*
- *Depending on angle, it may be difficult for drivers parked to enter into traffic stream*
- *Not suitable next to a cycle lane unless there is extra clearance for parking manoeuvres*

This is a limited LTNZ discussion that refers the reader to the Austroads document. As noted above the later NZTA document is cautious about the quality of the evidence base.

Summing up the discussion

To sum up the discussion. The actual evidence on the relative safety of angled and parallel parking is actually very thin, and as the NZTA suggests, inconclusive. The issue is essentially an empirical one. Do the possible advantages of parallel parks in the parking manoeuvre outweigh the certain disadvantages with respect to 'dooring'? In that respect the Council's empirical evidence suggests that the net balance sits with angled parking. This evidence has the advantage of being directly related to Thorndon Quay and should be preferred to suppositions that might reflect experiences in quite different environments.

Tailrisk Economics estimate of the change in accident costs

Our estimates of the accident costs are set out in table four, Note that we have used approximate figures for simplicity so the results should be treated as indicative of the magnitudes.

The key assumptions are:

- The empirical accident records are unbiased estimates of future accident outcomes.
- The distribution of accident outcomes are identical as between angled and parallel park accidents.
- The distribution of accident outcomes is

Deaths 0.1% (implied by Council results)

Serious 7%

Minor 43%

No injury 50%

- We have not adjusted for the underreporting of serious injury accidents. Thorndon Quay is a very visible location and accidents requiring hospitalisation are highly likely to be reported.
- The cost of minor injuries is reduced to \$30,000.
- No injury crashes are given a cost of \$2000.

The weighted cost per accident is \$57,400

Table four: Impact of parallel park conversion on injury costs

	Status quo	Parallel parking conversion
Number of angled parks	274	0
Number of parallel parks	106	248
Total	380	248
Probability of crash per park 10 yrs		
<i>Angled average</i>	.039	
<i>Parallel average</i>	.074	
Total crashes angled	$274 \times .039 = 10.7$	0
Total crashes parallel	$106 \times .074 = 7.8$	$248 \times .07 = 18.4$
Total	18.5	18.4
Total accident cost 10 years undiscounted	\$1,061.9	\$1,056.2

The accident reduction benefit from converting from angled to parallel parking is \$5700 over ten years. Discounting at a four percent rate reduces this to about \$4500. It is difficult, without a detailed examination of police accident records to

take some account of induced accidents due to cycles being forced closer to the traffic stream. But we doubt that this would have a significant impact. We note that south bound cycle traffic, which benefits from the peak hour clearway, had 13 accidents over 10 years, while north bound traffic, which does not have a clearway had only 7 accidents.

The social cost savings in the first year of a parallel parking regime are \$570.

Discussion

The Council's justification for getting an 'early win' by converting angled parking to parallel parking was that this would reduce the number of accidents by six per year with a social cost saving of \$1.7 million over ten years. However these results were based on the Council's misreading of the reported results of a single US study that is more than thirty years old.

We have used the Council's parking crash history data to estimate the impact of a change from angled to parallel parking on the number of accidents and their social costs.

There is only the slightest impact on the number of accidents, which fell from 18.5 every ten years to 18.4. That is, there would be one less accident every one hundred years. As a consequence the social savings are very small at around \$570 a year. As the social and economic costs of the conversion will inevitably be a very large order of magnitude greater than the benefits there is no justification for a rushed conversion to parallel parking at this point.

Feedback

1601

NAME: Mark Spiers	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Have some options for short stay parks. No residents parking. Greedy developers will build with no parks. Set it right for everyone!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours