
ORDINARY MEETING
OF
PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE
AGENDA

Time: 1:30pm
Date: Tuesday, 2 August 2022
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
Liz Kelly
Councillor Matthews
Councillor O'Neill
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, 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

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- 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)
- Implementing and monitoring delivery of the affordable housing strategy

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

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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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 Confirmation of Minutes

The minutes of the meeting held on 23 June 2022 will be put to the Pūroro Āmua | Planning and Environment Committee for confirmation.

1.5 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.

1.6 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

BOTANIC GARDEN KI PAEKĀKĀ TO CITY HEARINGS

Kōrero taunaki

Summary of considerations

Purpose

1. This report to the Pūroro Āmua | Planning and Environment Committee asks that Committee members recognise the speakers who will be speaking to their submissions regarding the Botanic Garden ki Paekākā to city consultation.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Council approved the Parking Policy in August 2020 which set out principles and priorities used to inform these proposed changes.

Through the development of the Long-term Plan 2021-2031, the Council provided \$231 million over 10-years for the delivery of a connected bike network. This included \$52 million that was brought forward to accelerate a rapid roll-out of the network in Years 1-3.

The Committee, at its meeting on 23 September 2021, approved the release of a draft Bike Network Plan (refreshed Cycleways Masterplan) for consultation and to an adapted version of the Innovating Streets process used for the Brooklyn Hill cycleway to progress with interim projects through the transitional programme. Council endorsed officers to “commence work to install transitional schemes for the routes from the City to Newtown and the City to the Botanic Gardens in partnership with LGWM.” Following a court injunction challenging the use of a temporary traffic management

plan to install the interim improvements, a traffic resolution is being sought.

At the 10 March 2022 meeting, the Committee adopted the Bike Network Plan – Paneke Pōneke alongside a strategic traffic resolution that confirmed the streets that make up the bike network, including Whitmore and Bowen Streets and Tinakori Rd.

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

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

Takenga mai

Background

3. Wellington City Council consulted the community on Botanic Garden ki Paekākā to city from 5 July 2022 to 26 July 2022.

Kōrerorero

Discussion

4. Attachment 1 is a document comprising all of the speakers' submissions, in order of speaking.
5. The list of speakers and the page number of their submissions is provided at the end of this report.

Ngā mahinga e whai ake nei

Next actions

6. A report is scheduled to go to the meeting of the Pūroro Āmua | Planning and Environment Committee on Thursday 11 August 2022 for a decision on the traffic resolution. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. [Speakers' submissions](#)  

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Botanic Garden ki Paekākā to city proposal
Oral submitters report

5 July - 26 July 2022

Botanic Garden to city proposal – July 2022

Feedback



NAME: Diane	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Oppose

Please provide any comments here:
Parking is important as well , what you have done outside wellington hospital is disgusting and unsafe, people go to the botanical gardens a lot not only by bike this will effect functions, entertainment held there . I'm all about safety especially for cyclists and busses, but our streets are not wide enough . You have to think about business in that area as well as why people take there car rather than bus or cycling. Big mistake in Newtown which NO ONE WAS ASKED FOR INPUT . especially people who work , go to the hospital often business.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Neutral

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Debbie Bidlake	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
Ideally there would be cycle lanes on both sides as traffic squeeze you going downhill as well.
Plus you carry greater speed descending so the consequences of being doored are more serious.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Botanic Garden to city proposal – July 2022

Feedback



NAME: River	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
I used to regularly ride my scooter along the Botans part of the proposed route, but have been extremely weary of doing so due to the homicidal behaviour of motorists. A cycle lane along here would change my life for the better.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Rachel Hansen		An individual	Yes

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22
Strongly support

Please provide any comments here:
I cycle from karori to the Terrace every day and Glenmore St/Bowen St can be terrifying, I have had a number of near misses. This route can't come fast enough!

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Catharine Underwood	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

Submission: Waterfront to Botanic Gardens Proposed Cycle Lane/Bus improvements

TR134-22

Catharine Underwood

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I would like to make an oral submission.
I am making this submission as an individual.

Thank you for the opportunity to comment on the proposal to achieve “(Y)Our goal is to be a city where people of all ages and abilities can move easily and freely by bike or bus. These essential street changes will make it easier for more of us to be less reliant on our cars.”

I regularly cycle this route and occasionally drive. I grew up using the Botanic Gardens as my back yard and regularly walked this way to get to secondary school.

1: The council has an admirable goal of reducing emissions and it is to be applauded. However, the council needs to ‘take people with them’. To date, consultation on any of the current cycle lanes has been excluding, divisive and ‘my way or the highway’ approach with very few real time changes if any. Furthermore, thoughtful, constructive criticism from all users of the spaces, submitting on other cycle lane proposals, has been ignored or deemed not the councils area of control. This proposal is no different with the Thorndon Residents Association only included at the last minute.
Point: All stakeholders should be included as part of the needs analysis and have input to the design from the beginning. Then you will get buy in from more people.

2: A barns dance pedestrian crossing at the intersection of The Terrace and Bowen Street is long overdue and will be a welcome addition on wet rainy windy days
Point: Full support for the addition of another crossing at this intersection.

3: I regularly cycle north along Jervois Quay during rush hour in the morning. I find it safer than Stout Street. I notice that the right hand turn from Whitmore Street to Stout Street to Thorndon Quay is to be discontinued. This is a very useful route for me because of the right hand turn. It is often too windy to travel Whitmore to Bunny Street (due to the wind tunnel caused by the new building in site 10) and the erratic behaviour of pedestrians in Bunny Street coming from the station into the city. This right hand turn is only recent and has made my trip so much safer than previously. Also the closing of this route will have a serious impact on the level of traffic in Bunny Street. With the closure of Lambton Quay to cars as well, the only way to access Thorndon Quay from the southern and eastern suburbs will be via Jervois Quay, the narrow road to cross Featherston Street to Balance Street to turn right to Stout Street. Or continue along Jervois Quay and through Bunny Street. Bunny Street is already fraught with pedestrians wandering erratically across the road at all times and in all places. This closure will have a huge impact on the shops in Thorndon Quay. It took ages to get an arrow here and as a cyclist it felt much safer. Not sure what the reason is for removing this turn. Madness.
Point: Against the removal of the right hand turn from Whitmore Street to Stout Street and subsequently Thorndon Quay. Surely the cyclists can stop currently like the cars do while the green arrow is happening for others.

4: The councils hierarchy of transport has pedestrians at the very top (then cyclists). With this in mind, can you please install a pedestrian crossing over Whitmore Street at the intersection of

Featherston Street please. Then pedestrians will be able to walk all the way along Featherston Street from Hunter Street. At present they have to do 3 crossings to continue along the road.

Point: Install a pedestrian crossing on Whitmore Street and Featherston Street to align with the councils policy of pedestrians first.

5: The council proposal has Patanga Cres and St Marys Cres removed from the Kelburn Residents parking area. This will make it easier for Thorndon residents to find a park. However, I find it laughable that the residents parking is on some of the steepest streets in Wellington when house owners probably bought their houses there because it was flat.

Point: Support the removal of residents parking from Kelburn and allocating it to Thorndon.

Point: Do not support the moving of the residents parks from Tinakori Road to the steep side streets.

Point: What if a resident needs a mobility park – how will that be designed when there is no street parking? A particularly mean move by the council if the resident has lived there for years and has to move from their home because there is no place for a mobility park.

6: Again, pedestrians are at the top of the transport hierarchy. But the council is ignoring them with, what is ostensibly a cycle lane proposal dressed up as providing faster bus services. To be truly aligned with the transport hierarchy, there would be a footpath the whole length of Bowen Street on the southern side from The Terrace to the Tinakori Street intersection. With two lanes wide here there is plenty of room for a footpath. There is still room for any cyclist to use the left hand side of the road and buses and cars to use the road. A footpath would service those who have to walk further now there is no car parking, save crossing the road more often and generally be in line with council policy.

Point: Support the installation of a footpath the length of Bowen Street between The Terrace and Tinakori Road and the removal of parking only if a footpath is installed.

7: There is a saying 'share the road' which seems not to apply here. There are options available to the council to improve cycling and keep short term parking. Short term parking along the eastern side of the street between Bowen Street and Glenmore Street – outside the botanic gardens is imperative to retain. This parking is used by visitors to the gardens, sports people carrying heavy gear to Anderson Park, shoppers to the local shops and friends visiting residents. With a bit of pragmatism and reflection on what submitters will have proposed I am sure there is an ability to make this safer but not at the detriment of all other users of the space. The 15minutes saved by using Transmission Gully will be spent looking for a car park in town.

Point: Retain short term parking on the western side of the Botanic Gardens/eastern side of Tinakori Road between Bowen Street and the entrance to the Gardens.

8: There is already a clearway on most of the into town part of Bowen Street between Tinakori Road and Lambton Quay during peak times. The traffic, including buses, cars and bikes can travel freely. There is space between the parked cars and the existing second lane. The parked cars are there long term so a rarity that a cyclist would be doored. There is less traffic outside of rush hour so plenty of opportunity for cyclists and buses to 'own' the road if needed. There are no bus stops on this section of road so no need for a dedicated full time cycle/bus lane.

Point: Not sure that parking needs to be removed for downhill cycling when there is a clearway in place during peak hours

Point: Please don't paint the road with endless green stripes marking the cycle lane when you do install it (and you will regardless of any submissions). At speed, even 15kms, riding on those stripes is like riding on a cattle stop. Please provide smooth surfaces for cycling just like other road users are provided with a smooth surface.

Point: Why does the picture show white poles all along the road. This city is becoming ugly with all the road furniture, coloured paint everywhere. It also makes for a distraction when driving/cycling.

Point: The clearway/buses/cycles from Sydney Street West to The Terrace only be Mondays to Fridays between 7am and 6pm. Leaving after hours parking and access to the gardens for events to be possible.

9: What provision has been made for events like Summer City/Gardens Magic? This is a very popular event that people from all over come to enjoy. Many by car. With the removal of 108 car parks and more, this will make it difficult for visitors to get to the gardens. The Magic will disappear and only be accessible for those that live locally within walking distance or who have bikes. There needs to be some serious consideration of the impact of the loss of parking in this area on more than just residents and commuters. Given that the bus service in Wellington has not met the expectations of the revamp, getting to Sumer City by bus isn't really a serious option.

Point: The council in conjunction with GWRC and Metlink must make all buses that pass by the Botanic Gardens, come from Wadestown or have a railway destination free between 4.30pm and 10.30pm. Also Trains arriving at the Station between 5pm and 7pm and departing 8-10.30pm free. Or provide free shuttles from the railway station to the venue.

10: The proposal mentions removing 1 of the 3 ten minute parks outside the dairy on Tinakori road. If you are keeping 2 then why not keep 3. These parks are busy and are crucial to the businesses in the area. The loading zone is St Mary Street is not appropriate for the delivery trucks and manoeuvring there is dangerous.

Point: Leave all 3 x 10 minute parks in place for delivery to dairy and other shops.

11: There is talk of a special 'cycle bypass' at the intersection of Tinakori Road and Bowen Street. I have an issue with this because it gives cyclists a sense of entitlement. It is a red light and usually a red light for pedestrians to cross the road. Cyclists should stop for a red light like everyone else does as part of the road rules. According to the plans, they will be in a 'protected' cycle lane so starting on that corner shouldn't be an issue.

Point: No cycle by pass at the lights at the top of Bowen Street for the safety of pedestrians crossing

12: I don't see anything in here about improving the bus service other than allowing it to be slightly faster. Nothing about more buses, later buses, earlier buses, better options for those with mobility issues, night buses – until this happens there will always be a need for cars.

Has a safety audit been done of the plans? I understand the safety audit was only done after the event on the Brooklyn Road proposed temporary cycle lane which was against council rules.

What are the success criteria of this proposal? There needs to be clear outline of the success/fail criteria so it is transparent whether the proposal is workable or not. And under what conditions would/will the changes be reversed. Given that the proposal states it is easier to get around by bike and bus, does the council have the starting numbers of cyclists on each section of road and passenger numbers prior to any construction to use as a comparison? Not to do so, makes a mockery of the whole proposal.

I looked at the survey and you expect this to take 5-10 minutes. With such an important issue and such major changes, to have such a shallow survey is disappointing and disingenuous.

Given that this is only the start of the 'proposal' with the potential removal of all on street parking between Whitmore Street and Karori, I don't think this proposal is being honest with the public. To my mind it has been badly thought out with no real consideration of anyone other than the 184 cyclists. I also note that the number of cyclists is decreasing and there is no measurement of any cyclist numbers on Bowen Street.

On the whole, I am against this proposal in its current form. The impact on local businesses and residents is lifechanging with no notice. ALL needs should be considered and a plan to suit all, even if it requires a compromise by cyclists.

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David Middleton		Thorndon Residents Association	Yes

**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

an update, following the release of TR 134-22, to our original submission for an alternative Tinakori Rd Parking Management Plan, presented to the Planning and Environment Committee on 27/7.

note the updates to the shared bus/cycle lane in Tinakori Rd contained in TR 134-22 but submit that additional road sharing compromises are required, in particular on the proposed uphill Bower bus/cycle lane and the uphill Tinakori Rd cycle lane.

request a time slot at the Oral Hearings scheduled for 2 August.

we have affirmed on numerous occasions, this is NOT a submission against the planned Botanic Garden ki Paekākā to city cycleway. **It is a plea for balance and an end to polarisation and the privileging of cyclists against all other road users.**

Community consensus needs to be worked on to reach a fair and flexible solution in support of a viable, liveable community, together with continuation of broad and inclusive access to the key public actions and recreational facilities along this route, while at the same time reducing commuter parking and improving public and active transport options.

support the provision of protected cycle ways where possible, practical and equitable.

there are segments along the designated key cycling connection routes where a compromise is required – sometimes dictated by physical restrictions – such as the Karori tunnel – and sometimes by the need for public access to business and amenities or private access to homes without off-street parking, as is the case here.

contend that improvements to cycling infrastructure do not require the complete removal of stopping/parking facilities for everyone else 24/7, 365 days along the full uphill route – in particular the approximately 120 metres section on Tinakori Rd that is part of the current 3km route.

the protection proposed by TR 134 on Whitmore St and the uphill side of Bowen St covers 95% of this first half of the City to Karori connection. An innovative solution is required for this remaining 5%

the components of our proposed solution are

- A 30 kph speed limit in Tinakori Road for the safety of all road users
- the retention of short stay parking adjacent to the Botanic Garden, achieved by a cycle only clearway at peak hour, with assisted entry back in to the traffic for cyclists for the final 120 metres of this route via
 - a protected exit from the cycle lane for 10 metres at the end of Bus stop 5312
 - rumble lines on the roadside of the short stay parking.

Yours faithfully,

Denise Revell and David Middleton

Tinakori Road Business and Residents Group Response to Traffic Resolution 134-22

This submission is made by a representative group of business owners and residents on behalf of impacted Thorndon residents, businesses and visitors – details listed at the end of this document.

It is an update, following the release of TR 134-22, to our original submission of 2 May provided to the WCC at the invitation of the Chair of the Planning and Environment Committee and the Mayor at a public meeting on 21 March.

We note the updates contained in TR 134-22 to the shared bus/cycle lane in Tinakori Rd but submit that additional road sharing compromises are required, in particular with regard to the proposed upper north Bowen St bus/cycle lane and the uphill Tinakori Rd cycle lane.

We request an opportunity to speak at the oral hearings scheduled for 2 August.

Please be clear that this is NOT a submission against the planned Botanic Garden ki Paekākā to city cycleway. We support the promotion of active and public transport, including the provision of **protected cycle ways where possible, practical and equitable**, and the reduction of commuter traffic and commuter parking in this area.

We do contend that improvements to cycling infrastructure do not require the complete removal of stopping/parking facilities for everyone else 24/7, 365 days along the full uphill route – in particular the approximately 120 metres of the current 3km route that is the section on Tinakori Rd.

Our summary table of proposed modifications below, provides a fair and flexible solution supporting a viable, liveable community and reasonable access to the key attractions and recreational facilities along this route, while reducing commuter parking and improving public and active transport options. It includes:

- particular use of clearways, which are a key traffic management tool in the WCC 2020 Parking Policy and Waka Kotahi documents
- retention of short stay parking
- a 30 kph speed limit in Tinakori Road for the safety of all road users

Our Submission

The existing short stay parking on the impacted section of Tinakori Rd is heavily utilised, especially during the day, by residents, guests, shoppers, café clients, trades people, couriers and visitors to the Lady Norwood Rose Garden, Bolton St Cemetery and Anderson Park recreational facilities. It is particularly used during the day and on **weekends, when parking on Bowen St also comes in to play**, by young families with prams, the elderly, those with dogs and sports people with heavy kit. In the evenings it is used by restaurant customers and particularly for events such as quiz nights at the local pubs or night-time attractions at the Gardens.

There is little alternative parking in the area.

Parking at the Rose Garden / Anderson Park is already regularly used to capacity. It is inadequate to support regular visitor and sporting activities and Botanic Gardens ki Paekākā events without the continuing availability of the existing Garden side Tinakori Rd short stay parks and weekend parking in Bowen St. This metered parking in the Garden has the disadvantage also of being on a one-way system, so if there are no parks available, traffic has to continue in a long loop taking in Bolton Street, The Terrace and Bowen Street.

People who need to drive need short stay parking to enable them to visit and service residences, businesses and recreational amenities. **The 24/7 365 components of TR 134-22 in Bowen St and the Gardens side of Tinakori Rd not only remove long stay parking in support of congestion reduction but also remove virtually all short stay parking, including during evenings and weekends, thus reducing access for visitors to residences, businesses and recreational facilities for people who need to drive - with no mitigation or alternatives available.**

We maintain that sacrificing access is not required – some minor pragmatic adjustments in the zones immediately adjacent to the Botanic Garden and the Tinakori Village will enable retention of short stay parking in support of the neighbourhood's unique configuration and multiple activities.

WCC policy is supposedly that plans be holistic, integrated and evidence based, developed in discussion with the local community.

Current plans for Tinakori Rd and Bowen St that have fed into TR 134-22 are largely based on assumptions, acknowledging that no data has been collected to show the utilisation of the current short stay parking in either segment. Nevertheless, it is proposed to remove all parks in Bowen St, except for 5 on the northern side, and all parks in Tinakori Road except for 12 on the downhill side.

Taken to its logical conclusion there will eventually be a 6km cycling highway from the City to Karori, to the exclusion of all other road users - with residents, guests, shoppers, café clients, trades people, couriers and visitors unable to park or even stop along the entire uphill route.

Although in this consultation we are being asked to consider only the Botanic Garden to City section of the proposed cycle way, to avoid unintended outcomes it is necessary to have at least provisional plans for the Thorndon Village and Glenmore Street parts of the proposed cycle network, and to publicise these. For example, attitudes to loss of parking spaces in Tinakori Road will be influenced by whether parking further up (in Glenmore St) will still be available. If removal of parking in Glenmore Street (i.e. the elimination of parking along the entire western boundary of the Botanic Garden) is in prospect, the consequences of not allowing vehicles to stop between the City and Karori have to be thought through and consulted on. The plans for the Tinakori Village are vital knowledge for businesses there, especially if parking in Tinakori Road past the Bowen Street intersection is to be removed. Potential arrangements for the peripheral sections of the network now under consideration should be available to inform the response of stakeholders to the current consultation.

TR 134 WCC Plan	Submission	Benefit/ Comment
TR 134 does not provide for a 30 kph speed limit from the entrance to Tinakori Village up to the Botanic Garden pedestrian crossing	WCC to work with Waka Kotahi to extend the 30 kph speed limit from the entrance to Tinakori Village up to the Botanic Garden pedestrian crossing. This remains a key safety component of our submission	<ul style="list-style-type: none"> • Major traffic safety improvement for all road users and pedestrians • Speed management is a complementary initiative to support uptake and safety of cyclists
Western (Downhill) Side Tinakori Rd – Botanic Garden Pedestrian Crossing to Bowen St Intersection		
TR 134 provides for the existing Clearway to become bus/cycle only, 7-9am Mon to Fri starting 349 metres north of Garden Rd	We support this use of the road as a reasonable compromise between the safety of cyclists and the needs of homeowners and businesses for visitors, service and trade vehicles to have access to properties.	<ul style="list-style-type: none"> • Prioritises buses and cyclists at peak hours • Supports neighbourhood activities – residents, businesses and visitors
TR 134 provides for 10 coupon parks to become 120 min parks outside clearway hours	We support this change because it allows for short stay parking and prevents the occupation of parks for the entire day	<ul style="list-style-type: none"> • Prioritises buses and cyclists at peak hours • Supports neighbourhood activities – residents, businesses and visitors • Discourages commuter traffic/parking
TR 134 provides for retention of 2 out of 3 x 10 minute parks and removal of 1 x 10 minute park outside the dairy	Retain all 3 x 10 minute parks outside clearway times, as currently installed. These parks are heavily utilised and crucial to five businesses in the immediate area. The loading zone in St Mary Street cannot be used by large delivery vehicles as they cannot manoeuvre safely into it. They therefore use the ten minute park outside the dairy	<ul style="list-style-type: none"> • Supports neighbourhood activities – businesses, residents and casual customers • The only practical solution for deliveries to local businesses by heavy vehicles • We think that any safety concerns will be met by reducing the speed limit in this area to 30 kph

TR 134 WCC Plan	Submission	Benefit/ Comment
We understand that, in return for retaining the two 10 minute parks, Metlink require the removal of one 120 minute park to extend the bus stop to allow buses easier access and egress	Retain the 120 minute park	<ul style="list-style-type: none"> There currently appears no issue either during existing clearway hours or outside this time, when traffic density is much reduced
TR 134 provides for the removal of 1x 10 minute park outside the dairy.	<p>We advocate for retention as a 10 minute park but If not possible then suggest conversion to a 10 minute loading zone only, for specified time periods:</p> <p>10 minute loading zone Monday-Friday 10am to 3pm Saturday and Sunday 7am to 9am Sunday to Monday 7pm to 7am</p>	<ul style="list-style-type: none"> Maintains peak hour traffic flow A practical compromise as the loading zone in St Mary Street cannot be used by large delivery vehicles as they cannot manoeuvre safely into it We suggest that any safety concerns will be met by reducing the speed limit in this area to 30 kph
TR 134 provides for the creation of additional 6 residents parks in Patanga Crescent	We support - to compensate for loss of residents parking in Tinakori Road. Together with extending the Thorndon Parking Zone to Patanga Crescent this will discourage commuting to the city by car	<ul style="list-style-type: none"> Supports neighbourhood activities – residents Discourages commuter traffic/parking
Not included in TR 134	Cross hatching in front of Patanga Crescent (as per current St Mary St).	A traffic safety improvement. With conversion of the clearway to buses and cyclists only, the frequency of queues for the traffic lights at Bowen Street reaching Patanga Crescent will grow. Even now, the Patanga Crescent intersection can be difficult to navigate, as the Chinese Embassy can cause congestion with traffic to and from their carpark off Patanga Crescent
TR 134 provides for moving St Mary St and Patanga Cres Residents parking into the Thorndon zone from Kelburn zone	We support moving the Thorndon parking zone to the geographical border of Thorndon and have submitted a petition from affected home owners	Discourage Kelburn commuters with residents parking from driving down to park in this area.
Botanic Garden Eastern (Uphill) side of Tinakori Rd from Bowen Intersection		
TR 134 maintains the in-line bus stop proposal for bus stop 5312	Retain bus stop 5312 in present position. We are concerned about the safety of alighting passengers, pedestrians and cyclists. We understand this model is to be trialled throughout the City, so any problems with it will no doubt come to light	<ul style="list-style-type: none"> Retention in its present position supports efficient traffic movement and mitigates a major safety concern for bus passengers stepping into a cycle way As currently, cyclists ride through the bus stop when not occupied

TR 134 WCC Plan	Submission	Benefit/ Comment
New bike pass path from Bowen St into Tinakori Rd	Stop exclusive cycle path at the intersection	<ul style="list-style-type: none"> • Pedestrian safety at intersection • Cyclists follow traffic light signals, with possible precedence at the lights • As currently, cyclists ride through the bus stop when not occupied
TR 134 continues cycleway through a platform next to the proposed in line bus stop up to the driveway entrance to the Rose Gardens	<p>Our proposed alternative options demonstrate that there is no need for a binary choice on this very small segment of the route.</p> <p><i>Refer accompanying marked up maps at the end of this document</i></p> <ul style="list-style-type: none"> • Option 1 – preferred. Terminate this section of the cycleway 10 metres or so south of the bus platform i.e. bring the proposed current sector end point of the cycle lane forward approx. 120m. Widen parks (as proposed on south-west side) and make rumble strip on the road side edge. • Option 2 – Implement a cycle-only clearway 4 - 6pm Mon to Fri, from 10m south of the platform adjacent to bus stop 5312, to the Rose Gardens entrance 	<p>Is cyclists only - 24/7, 365 days equitable? <i>OR</i> do we share this tiny segment of an eventual 6km city to Karori route with other road users in a very in-demand zone?</p> <ul style="list-style-type: none"> • This will enable retention/provision of approx. 22 x 120 minute carparks for: <ul style="list-style-type: none"> ○ continuing access to Anderson Park users ○ visitors to the Tinakori Road / Glenmore Street attractions of the Botanic Garden and the Bolton Street Cemetery ○ Tinakori Road business customers and trade vehicles during clearway hours on the opposite side of Tinakori Road. • Support and safety for cyclists during peak commuter time • This will enable retention/provision of approx. 22 x 120 minute carparks outside clearway hours
TR 134 proposes removing 21 x 120 minute parks	As noted above, we propose the retention of these parks - preferably at all times or, alternatively, outside a 4-6pm Mon-Fri cycle clear way	Balances short stay parking requirements in support of residents, businesses and visitors while still providing improvement for cyclists
TR 134 relocates 5 residents parks to Patanga Crescent +1	Supported – see above	
Upper Bowen St inclusions		
TR 134 proposes to retain 5 x 60 minute parks immediately before Sydney St West - outside a 7-9am Mon to Fri clearway	We support this retention. These parks are important for Tinakori Village businesses and for access to the recreational facilities in the Botanic Garden vicinity.	<ul style="list-style-type: none"> • Enables customer and delivery access to businesses • Enables access to Anderson Park, Bolton Street Cemetery and other amenities in the Botanic Garden
TR 134 proposes 24/7, 365 day bus/cycle lane-only from Sydney Street West through to Terrace intersection	We propose this operate Monday to Friday only, at least as far as Ballantrae Place	<ul style="list-style-type: none"> • There is an alternative route available to cyclists via Sydney Street West and Ballantrae Place to Museum Street and the Terrace intersection

		<ul style="list-style-type: none"> • Allowing weekend parking will facilitate access to Anderson Park, Bolton Street Cemetery and other Botanic Garden amenities
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This submission is made on behalf of Thorndon residents, businesses and visitors by a representative group of business owners and residents:

- John Fyson – resident in Tinakori Road and business owner in Thorndon Village
- Vivienne Revell – long term resident in Tinakori Road
- Andy Craig – café owner in Tinakori Road (and keen cyclist)
- Sally Main – business owner and resident in Tinakori Road
- Dinah Priestley – long term resident of Thorndon and committee member of the Thorndon Society
- Trevor Glogau – resident of Tinakori Village and committee member of the Thorndon Residents Association
- David Middleton, ONZM – long term resident in Tinakori Road

Support

Our group holds observational data as to the typical usage patterns for short stay parking in the Area.

The original submission was circulated in draft form to some residents and the following businesses in Tinakori Rd, giving them the opportunity to make comments.

8 businesses directly on the cycleway route – not just the 3 originally listed in Council documentation	22 of the 25 businesses listed confirmed their support and no negative feedback has been received
Michael Lange Dental Memory Lane Antiques Wall Street Designs Thorndon General Store Capital Advice Manarite Associates Sprig and Fern Tavern Goods Café and Bakery	Flowers Rediscovered Pamela Jane Gallery Tinakori Antiques Vanguard Orchestral Elizabeth Wilkin Antiques Secondo Eat at Daisy’s Neighbourhood Eatery So You Hairdressing Cameron Lawyers Labels Clothes Hello Romeo Bridal Boutique Design in Residence Mary McBride Dentist Picnic Café (Begonia House and Lady Norwood Rose Gardens) John Moore (business and residential property owner in Tinakori Village) Paresch Patel (business property owner in Tinakori Road) Embassy of the People’s Republic of China

Referenced documents

[Original Thorndon Group Submission 2 May 2022](#)

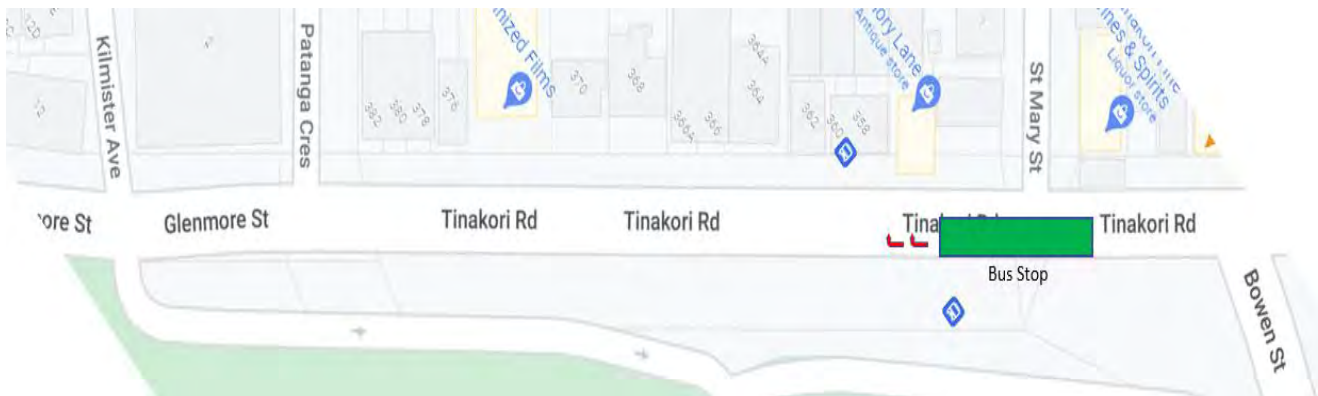
Modified Parking Management Plan (PMP) for the Tinakori Rd sector - Botanic Garden ki Paekākā to City connection
[Petitions](#)

- A related petition against the removal of short stay parking was organised by the Thorndon General Store and distributed to several other businesses in the vicinity. It was presented at the Planning and Environment Committee meeting on 9 June, with more than 400 signatures
- A request for action form, to change the boundary of the Kelburn/Thorndon parking zone, was signed by a majority of affected residents and sent to Council at Transport Enquiries on 5 July

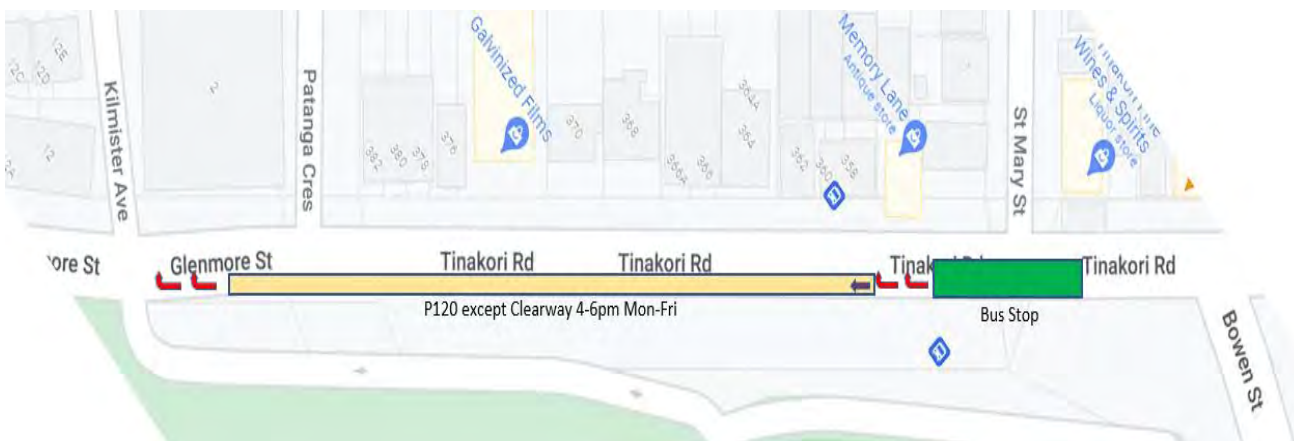
Initiating letter to the Mayor 15 March 2022

From Robert Hunter and Vivienne Revell, requesting neighbourhood consultation and modifications to the Transitional Plan

Option 1 – End this segment of the cycleway in Tinakori Road, approximately 120 metres before the proposed termination point



Option 2 – Clearway for cycles only, beginning approximately 10 metres south of the bus stop



Botanic Garden to city proposal – July 2022

Feedback



NAME: Alyssa Barbieri	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Dylan Cliff	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Support

Please provide any comments here:
Overall I support the overarching goals of the transport changes. I would note however that inconveniencing drivers should be an essential part of the transport changes. Discouraging driving is key to increasing use of public transport and alternative modes (even though wellington has some of the highest use of both in the country). I support all reduction in parking required to make this happen and would question the maintenance of the p10 parking zone along Tinakori Road. These are rarely if ever used, and in my experience where they are used it's within clear lane operating hours, inducing safety issues for all. I would also support creating fully grade separated cycle lanes in future. Many of the people cycling this route have children or larger bikes and arent very nimble. The idea of sharing a small bus lane with a wide loud and heavy bus terrifies me and i have seen several cyclists be squeezed between buses and the road side and its always scary to see. I understand that these plans are interim, but i would implore council to invest in creating a properly separated cycle path along this route in future.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Positive
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: mark skinner	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Stongly oppose

Please provide any comments here:
I travel along the island bay parade, newtown routes 2 or 3 times daily. I dont see many cyclists, sometimes none.The cycleway on the parade is a joke, it has increased the risk of falls, forced people to open their doors and exit into the traffic, putting them at risk. Rubbish trucks & buses cant move over to allow people to pass, more congestion. The newtown cycle lane is crazy. It has increased delays and congestion for the 1000's of daily commuters, increasing their frustrations, stress levels and environmental emmissions. All this for a very small % of people who use the cycle way. If cycling is so dangerous maybe it should be restricted to certain streets or areas. The cycleway also damage business and devalues properties, look at the Thorndon cycleway. I think the coucil need to halt this programme and go back to the people and come up with a more realist plan for our narrow hilly wet Wellington Streets.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Very negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Negative

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

Negative	
How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Andrew Lensen	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
The downhill bike/bus lane should be 24/7, not at peak hours only. Prioritising the safety of those with traditional commuter patterns is inequitable for shift workers, carers, the elderly and other non-9-to-5 lifestyles. It does not make sense to hamstring a very good network for the sake of a few part-time car parks: do it properly and remove the parking entirely. If you are going to remove 150 parks, what is a few more to have a 100% effective solution?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dr Anne Phillips		An individual	Yes

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

Dr Anne Phillips



Please keep my contact details confidential.

I wish to make an appearance in support of my submission.

This submission is made by Dr Anne Phillips as a resident of Thorndon and also as a member of the Friends of Bolton Street Cemetery.

First, my submission aims at improving pedestrian safety on Bowen Street and Tinakori Road.

Second, my submission refers to the September 2014 Botanic Gardens of Wellington Management Plan and its relationship with Bolton Street Cemetery [BSC].

Improving pedestrian safety to the Bolton Street Cemetery and the Wellington Botanic Gardens

Botanic Garden ki Paekaka to City: Traffic Resolution 134-22 has to make the paths leading into BSC and the Wellington Botanic Gardens [WBG] safer, quieter, more visible and easily accessible by pedestrians. The central location and historic importance of BSC means that the network of paths leading through the cemetery to the WBG form a valuable part of the history of early Wellington.

Improvements on Bowen Street in order to slow the traffic are essential in order to mitigate the impact of the new cycleway on pedestrians.

Three entrances to BSC require upgrading.

First, the controlled “T” intersection of Bowen Street and the Terrace directs pedestrians to cross near the Reserve Bank. This controlled intersection does not consider pedestrians who cross Bowen Street at the exit to the path adjacent to State Highway 1. These pedestrians are walking towards the BSC entrance. Walkers continue towards the Denis McGrath foot bridge, or towards the BSC Museum.

A pedestrian walking across Bowen Street at this juncture has to contend with poor visibility, curved road design, a major construction project and fast-moving traffic coming from both directions.

Second, Bowen Street’s well designed and maintained pedestrian stairs. This staircase is popular because it allows access to WBG, BSC and Anderson Park. When entering or exiting these stairs pedestrians confront fast-moving traffic on Bowen Street. It is important to upgrade the Bowen Street crossing so that pedestrians using the staircase can enter and exit it safely.

Third, the pedestrian crossing on the junction of Tinakori Road and Glenmore Street (opposite the main gates of WBG). As councillors will recall the main entrance to BSC is off Tinakori Road, either through the Norwood rose garden entry or, alternatively, through the main gates of WBG. This crossing is hazardous because of the busy and fast-moving traffic flow.

When pedestrians use the Tinakori Road / Glenmore Street pedestrian crossing at peak times they are taking their life into their hands. Anecdotal accounts report individuals who suffer serious injury as the result of cars not stopping at that uncontrolled crossing.

It is recommended that urgent upgrades of Bowen Street on Tinakori Road/ Glenmore Street pedestrian crossings are undertaken because of the importance of safe public access to BSC

and WBG.

*The Botanic Gardens of Wellington Management Plan and Botanic Garden ki Paekaka to
City: Traffic Resolution 134-22*

As councillors will recall, the September 2014 Botanic Garden of Wellington Management Plan acknowledges that the “Wellington Botanic Gardens is one of Wellington’s major visitor attractions and recreation spaces, and a venue for many cultural events and performances.” (4.4, page 52). Access and enjoyment for all is a core principle of the management plan (3.3.2.4, page 29). The management plan states:

“It is important that our visitors can find their way to the Gardens either by using public transport, car or by walking, and any transport difficulties to the Gardens are mitigated.”

The BSC has been managed officially as part of the Botanic Garden since 1991, although Botanic Garden staff had maintained BSC since 1971. (10.5, page 132). The Management Plan recognises that over time the BSC has become more valued as a public open space. The BSC is not only used for relaxation and exercise, but also as a through route to other destinations. (Page 140).

The report also acknowledges that there is room to further extend accessibility for specialist groups such as the elderly, people with disabilities, pushchairs and wheelchairs. (3.3.2.4, page 29).

The main concern about the plan to increase cycle ways is that road users will be privileged over all other groups, meaning that accessibility to the Botanic Gardens (and BSC) for specialist groups and for the public will be further reduced.

CONCLUSION

The current approach to traffic management privileges fast-moving traffic, whether electric, internal combustion engines or pedal-power. The overall result is that pedestrians are marginalised.

My first submission is that Botanic Garden ki Paekaka to City: Traffic Resolution 134-22, Waka Kotahi and Let's Get Wellington Moving make changes to improve pedestrian access from Bowen Street to BSC and the WBG. In particular an urgent upgrade of the pedestrian crossing Tinakori Road to the main entrance of the Botanic Gardens is undertaken.

My second submission is that Botanic Garden ki Paekaka to City: Traffic Resolution 134-22, Waka Kotahi and Let's Get Wellington Moving make walkers, pedestrians and recreational users the priority users of the access ways on the network of roads surrounding BSC and the WBG.

My third submission is that Botanic Garden ki Paekaka to City: Traffic Resolution 134-22, Waka Kotahi and Let's Get Wellington Moving establish walkers, pedestrians and recreational users as the priority users of the access ways on the network of roads surrounding BSC and the Botanic Gardens.

Botanic Garden to city proposal – July 2022

Feedback



NAME: Nick Russ	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
More needs to be done to create a safer route between the city and Karori. This a good start but needs to be completed ASAP and extended. In no way should concerns about parking on this busy road hold up completion. Parking is available in many off street private car parks.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Tania Ali	SUBURB:	ON BEHALF OF: Aotearoa Accessibility Tourism travel to	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
more information from the community need feedback for this suburb but check the good safety in footpath before the botanical road in heavy traffic road, thanks

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Neutral
Working/owning a business in the area?	Neutral
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Important	Important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Christian Williams	SUBURB:	ON BEHALF OF: Nocar Cargo	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
I strongly support these changes and the design looks good. I do feel like there are still aspects that may put some people off cycling, for example sharing the bus lane down Bowen. But overall it will be a huge improvement! Nice changes at the Bowen Terrace intersection

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Positive
Using the bus?	Positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Neutral
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Chris Ford	SUBURB:	ON BEHALF OF: Disabled Persons Assembly	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

Disabled Persons Assembly NZ



July 2022

To Wellington City Council

Please find attached DPA's submission on The Botanic Garden ki Paekākā to City

Disabled Persons Assembly NZ

Contact:

Chris Ford

Regional Policy Advisor - Wellington Kaituitui

[REDACTED]

[REDACTED]

[REDACTED]

dpa.org.nz

Introducing Disabled Persons Assembly NZ

Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person's organisation that works to realise an equitable society, where all disabled people of all impairment types and including women, Māori, Pasifika, young people are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

- telling our stories and identifying systemic barriers
- developing and advocating for solutions
- innovation and good practice

United Nations Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else ¹. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles pertinent to this submission, including:

Article 9 – Accessibility

“States Parties shall take appropriate measures to ensure persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications.”

New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy to guide the work of government agencies on disability issues.

¹ United Nations Convention on the Rights of Persons with Disabilities, December 13, 2006.
<https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>

The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen ². It identifies eight outcome areas contributing to achieving this vision, including:

Outcome 5 – Accessibility

“We access all places, services and information with ease and dignity.”

The submission

DPA is providing this submission for Wellington City Council in their consideration of the Botanic Garden ki Paekākā to City route, which is an important one for many Wellingtonians as it leads into and out of the CBD. We acknowledge and welcome the changes made to the existing plan from previous rounds of consultation which will both improve access and safety across the entirety of the route.

We especially welcome the adoption of new street layouts with separated bike/scooter and bus lanes where they have not been before, the creation of a safer and easier crossing at The Terrace/Bowen Street intersection and the addition of a mobility park on Bowen Street outside the Ministry of Education building.

Furthermore, DPA particularly welcomes the proposal to have e-scooter users ride on the bike lanes instead of footpaths. This will enable foot, wheelchair and mobility scooter mobilising pedestrians to enjoy safer commutes on footpaths given the propensity for e-scooters to be much faster and less stable than other micro mobility vehicles.

However, there are two issues that we wish to make comment around, and these inform our recommendations.

The first is that we share the concerns of many Wellingtonians around the fact that a considerable number of car parks are being removed, including mobility parks, to make way for the new cycle lanes. This will have an impact on many disabled people

² Office for Disability Issues. (2016). *New Zealand Disability Strategy 2016 – 2026*. Retrieved from <https://www.odi.govt.nz/assets/New-Zealand-Disability-Strategy-files/pdf-nz-disability-strategy-2016.pdf>

who cannot easily navigate/walk/wheel up and down the steep hills of Wellington as easily as a fit and non-disabled cyclist can.

DPA says this as while we strongly support efforts to mitigate and reverse climate change through moves including encouraging the shift to walking, cycling and other modes of public transport, this should not be done while Wellington's public transport system is still dogged by operational inefficiency and poor service levels.

Therefore, DPA recommends that greater priority be firstly placed on further improving Wellington's public transport system by the Regional Council and MetLink and that this includes the provision of fully accessible buses as well as Total Mobility services for disabled people in both a timely and efficient manner. Only once Wellington's public transport system is operating in a way that meets public expectations (and this includes those of disabled people) should the further gradual extension of cycleways then be undertaken. We ask that the Wellington City Council continues to further push the Regional Council and Met Link on this issue.

Furthermore, DPA recommends that for every mobility park removed that they be substituted with the creation of new mobility parks, especially in areas closer to the city and within it.

Second, we note that the proposed bus platform on the shared bus/bike lane on Tinakori Road will need to be assessed for safety before being put into use. Some of our members recently attended a practical demonstration of the proposed bus platform system to be rolled out throughout the city and attended a Zoom call hosted by Council and the platform's manufacturers. We still have questions about the platform and would appreciate some further outreach from Council to address the remaining issues of concern that we have before this is put into place.

Third, DPA recommends that given Bowen Street is on a significant gradient that accessible bench seating be placed along the street to enable disabled and other pedestrians who want to rest while walking/wheeling up the street to do so.

Also, in terms of Bowen Street, it has been pointed out that there is the lack of a footpath, particularly around 1 Bowen Street and DPA recommends the insertion of an accessible footpath there.

Fourth, DPA recommends that either a pedestrian footpath be constructed and/or better signage be erected to indicate the availability of alternative access along Mowbray and Bolton Streets.

DPA's recommendations

The Disabled Person's Assembly recommends:

- **Recommendation 1:** That for every mobility park removed that they be substituted with the creation of new mobility parks, especially in areas closer to the city and within it.
- **Recommendation 2:** That greater priority be placed on further improving Wellington's public transport system by the Greater Wellington Regional Council and MetLink and that this includes the provision of fully accessible buses as well as Total Mobility services for disabled people in both a timely and efficient manner. Only once Wellington's public transport system is operating in a way that meets public expectations (and this includes those of disabled people) should the further gradual extension of cycleways then be undertaken. We ask that the Wellington City Council continues to further push the Regional Council and Met Link on this issue.
- **Recommendation 3:** That bus platform proposed for placement at the shared bus/bike lane on Tinakori Road be assessed for safety before being put into use.
- **Recommendation 4:** That as Bowen Street is on a significant gradient that accessible bench seating be placed along the street to enable disabled and other pedestrians who want to rest while walking/wheeling up the street to do so.
- **Recommendation 5:** That around Mowbray and Bolton Streets that a pedestrian footpath be constructed and/or better signage be erected to indicate the availability of alternative access along Mowbray and Bolton Streets

Botanic Garden to city proposal – July 2022

Feedback



NAME: Alex Dyer	SUBURB:	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Neutral
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanics to City Transitional – Cycle Wellington submission



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

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

Botanics to City Transitional Design Cycle Wellington submission

We would like to make an oral submission. Please contact info@cyclewellington.org.nz

Key points of our submission

- We strongly support this plan
- We look forward to giving more feedback when these designs are in place
- We hope we can return to faster, more collaborative ways of changing street space soon
- Some issues we can identify in these designs

We strongly support this plan

Cycle Wellington strongly supports this plan.

Everyone in our community deserves safe and attractive streets. Bike lanes are climate action.

We are grateful for the effort of the Council to accelerate work on this infrastructure.

We strongly support the repurposing of street space as much as possible as infrastructure to enable the public to choose to travel by public transport and active transport.

We look forward to giving more feedback when these designs are in place

We recognise that these designs are working within a 'transitional' scope, with limitations and constraints to enable fast turnaround in physical implementation.

We look forward to the opportunity for Cycle Wellington and the people of Wellington to feedback more insights about the route once these transitional designs are in place and how it might better support safe and comfortable cycling. We look forward to the insights and concerns

Botanics to City Transitional – Cycle Wellington submission

from that feedback being embraced and addressed in the future 'transformational' change project for this route when appropriate.

We would like to know what facility is going to be provided for ongoing feedback gathering and when that will be available please.

We hope we can return to faster, more collaborative ways of changing street space soon

We also would like to take this opportunity to convey our frustration and disappointment that the strategy to be able to implement these projects in the pilot fashion has been abandoned due to the legal challenge of judicial injunction on the Newtown project.

We trust that Council is doing everything it can to press the urgency of change needed in our national legislation to allow for changes to our streets to undergo changes on the ground as a key part of making the engagement and collaboration process fit for purpose in these times.

Some issues we can identify in these designs

This project is again trying to achieve improvements for buses and people on bikes. We remain sceptical about how successful sharing an unprotected lane with buses will be for people cycling.

We would prefer protected bike lanes on both sides of Bowen St. Many people don't like sharing bus lanes, especially less confident riders.

How will these designs ensure anyone (between the ages of 8 and 80 years) wanting to cycle where buses will also be travelling, will be safe and feel comfortable and unhurried?

What steps is the Council taking to ensure people in private vehicles don't drive in the bus / bike lane? Enforcement of this behaviour elsewhere is proving to be ineffective.

We prefer that bus / cycle spaces on Tinakori Road are accessible at all times. People travelling by bike and bus don't just travel in peak hours. Off-peak car parking in public or active transport space is counter to the Council's own Parking Policy 2020.

If Tinakori Road is considered a 'Key Transport Route', this means this space must prioritise: "Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)". Short stay car parking and loading zones are a low priority for a section such as this.

Treating active and public transport lanes as 'peak hour' concerns is an out-dated strategy that needs to change. Travel patterns and mobility priorities are changing in response to the

Botanics to City Transitional – Cycle Wellington submission

pandemic, climate change, and growing awareness of the needs of groups other than 9-5 commuting workers. We need infrastructure that prioritises people's journeys - local and cross-city - that are made without the use of a private car at all times of the day.

Downhill with traffic is still rather advanced and challenging for people on bicycles. Heading downhill on Bowen, how will the design ensure that buses and motorists treat all people on bikes with enough care? Between The Terrace and Lambton Quay down hill on Bowen, the road loses the bus lane. Sharrows are not satisfactory to indicate enough extra care or expectation of cycling priority at this section of the route.

We're still unconvinced about the appropriateness of the turning lane from off of Bowen Street onto The Terrace. Making people on bikes cross lanes with left turning traffic is less than ideal. We trust this is only temporary due to the interim approach constraints.

Lanes on Whitmore heading East are not wide enough - especially at the intersection with Stout Street.

Crossing over Waterloo Quay is quite a long way. The light phase timing to get across from the Waterfront onto Whitmore may be challenging for less quick riders. Is there scope to add a little more time to this phase - especially when people cycling are detected?

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

26 July 2022

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richard Murcott			Yes

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

WCC TR134-22

Proposed Cycle and Bus Lanes

Botanic Gardens to Waterfront

R Murcott
Pedestrian / Cyclist
Thorndon

26 July 2022

I wish to represent my submission orally

A Very Problematic TR - changing regulations

- High on pedestrian marginalisation
- Low on pragmatism
- Zip consultation with traffic/roading engineers
- Low on data
- Lots of ideology
- Significant impacts on amenity
- Low on the option of improving *road sharing*

Safety

Trial road space “*reallocations*” have resulted in some wicked results.

Debris and rubbish continuously migrate to the edge of the road.

Especially in Wellington’s terrain & weather.

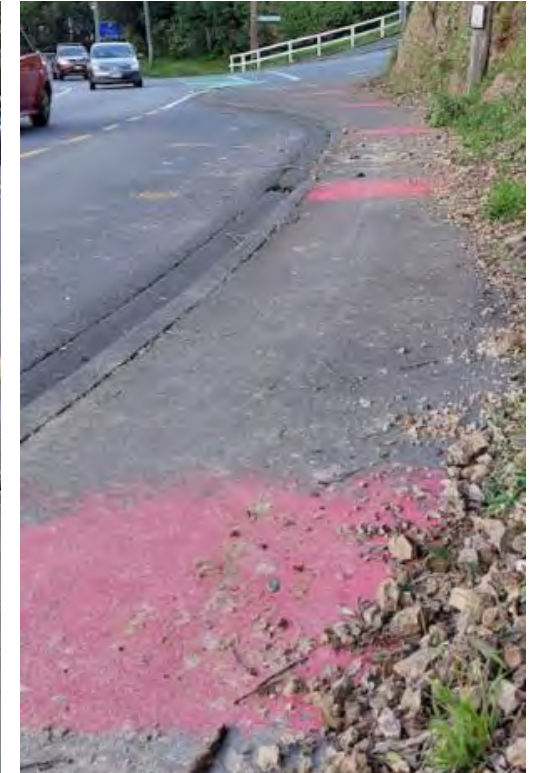
The **safer** part of the road for two-wheeled vehicles is the regularly travelled, cleaner path.

The left side of the **shared** path on the roadway.

Mode change can be achieved by:

- road **sharing**
- road **craft**
- road user **training**

For **ALL** Road Users



Pedestrian Safety & Amenity

Bus users

should never feel competition from private vehicles

Marginalisation of the health & wellbeing of pedestrians

Pedestrians should not need to:

- feel intimidated by vehicles (*vehicles lined-up to cross pedestrians' paths on/off the bus*)
- step away from the natural footpath to access a bus
- encounter an unnecessary change of surface, or gradient
- hike extra distances from shelters and curbs merely to reach the bus

Tinakori Rd Bus Stop

vehicles should **not** be *enabled* to **overtake** a parked BUS **on the left**

Buses are manoeuvrable

Park the bus beside the footpath curb

- guarantees no passing on the left



Proposed bus stop platform, Tinakori Rd

<https://www.transportprojects.org.nz/current/botanic-garden-to-city/project-details/>

Lets Stop Wellington Moving !?

Why park a bus in the middle of the road?

The unintended consequences ... ?
Esp. for lengthy stops

More honesty & transparency

- where's the traffic engineers'
- evidence?
- modelling?
- convincing data?

Buses are manoeuvrable
Park beside curb



Bus park marked in yellow

Safety

Do not ban this right hand turn

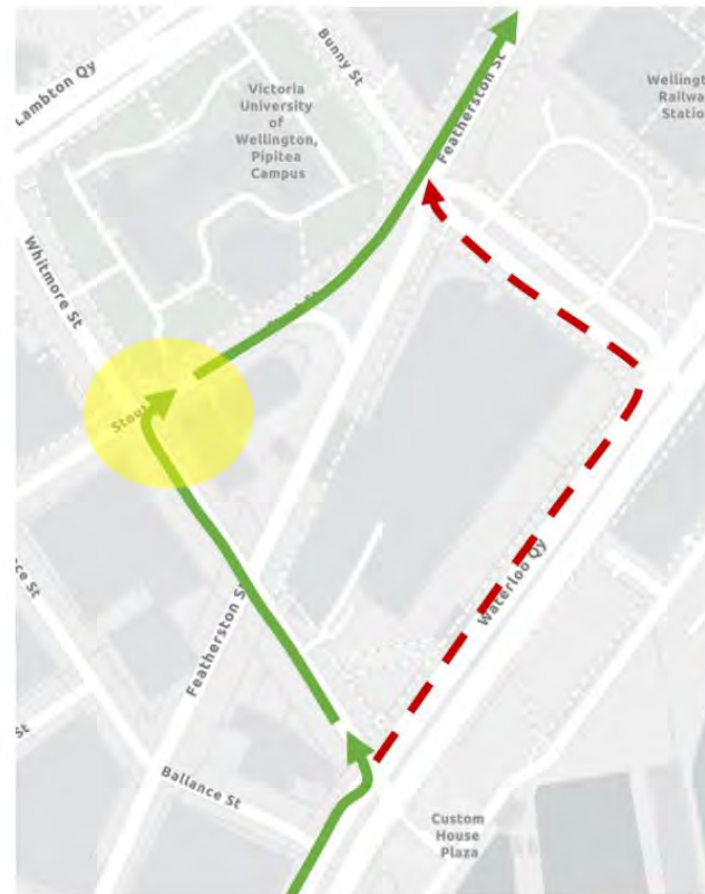
From Whitmore St into Stout St

Calmer route.

Banning would seriously limit navigation options.

More hazardous on the alternative route to Thorndon

- more traffic volume
- more pedestrians/railway station activity
- wind wash



Amenity

On street parking is essential for many citizens to access the major assets of the city's major amenity, the Town Belt, e.g. The Botanic Gardens, Anderson Park, Rose Gardens, The Dell, etc

For numerous well known reasons many citizens, families and visitors require a car to reach this destination

And to transport the things needed to undertake their activities when they get arrive.

Where's the data on the impact of removing so much on-street parking in Bowen St and Tinakori Rd?

i.e. the impacts on amenity.

What about Glenmore St?

- the proposal is not transparent enough



Questions

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Andrew Jacombs		An individual	Yes

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22
Strongly support

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Positive
Visiting a business in the area?	Positive
Living with mobility or accessibility issues?	Neutral

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Submission on Traffic resolution 134-22: Botanic Garden ki Paekākā to city bus and bike improvements

Andrew Jacombs – 26/07/2022

I strongly support the Botanic Garden ki Paekākā to city bike and bus improvements, and am confident the project will improve our city. However the proposed designs contain a few less than ideal aspects – one large compromise proposed to minimise political risk, and some smaller more technical issues – that if addressed, would make the project even more successful. My comments are from my perspective as someone who travels around the city primarily by bike, walking, and public transport and focus on the design of the cycle lanes.

Location: Tinakori Rd and upper Bowen St

Action: Remove parking on Tinakori Rd and upper Bowen St, reinstate design for 24/7 bus lane, relocate residents and short stay parking to St Mary St

The version of the plans being consulted on [revision D, dated 2022-06-20] proposes to retain some parking on the downhill side of Tinakori Rd and upper Bowen St. As I understand it, these parks were added back to the designs to appease concerns from Thorndon businesses about loss of parking, likely in an attempt to minimise the risk of them taking legal action against the project as we have seen in Newtown.

I strongly urge you not to make this compromise, and instead go back to the earlier design of 24/7 bus lanes on Tinakori Rd and Bowen St.

One of my favourite things in the world is riding with my 4 1/2 year old niece on a seat on the front of my bike. I'm a pretty confident rider, and am happy riding in traffic on most roads around the city. But when I have my niece on my bike, I am massively more cautious and aware of traffic. Being close-passed or doored when you have a kid on the front of your bike is terrifying.

I would love to be able to ride up to the gardens with my niece this summer. But if the project goes ahead with the compromise currently proposed, there will be a gap which requires taking the lane past parked cars. It's narrow, traffic is fast there, and it just doesn't seem like it would feel safe with a kid on my bike. Peak hour only bus lanes would be irrelevant for us going to feed the ducks on a Saturday afternoon.

Bus lanes aren't really proper cycling provision, but I appreciate the physical constraints and importance of bus priority means that it is realistically the best option in the downhill direction without road widening. If there were 24/7 bus lanes, that's close enough to a complete route that it would make it viable for me to feel safe riding with my niece. And it will make it viable for numerous other families and children around Wellington.

At its core, the compromise you are proposing says that not upsetting business owners is more valuable than the safety of people on bikes, and perpetuates the outdated view that cycle projects are only for commuters. It will prevent people that otherwise might have given the route a go from doing so, and it will mean that buses will continue to be held up at that intersection. It goes against the recommendations of the parking management plan completed for the project, the council's parking policy, the bike network plan (where the road is a primary route), and the bus priority action plan.

There are 17 properties without off street parking in St Mary St, and 23 parking spaces available in the street. With a residents parking scheme allowing one parking space for each property without off street parking, there could be six parking spaces in St Mary St available for people shopping at or delivering goods to the Tinakori Rd shops. Residents of Tinakori Rd could park in Patanga Cres. It is entirely possible to provide sufficient parking both for residents and short stay parking for the shops, without retaining spaces on Tinakori Rd and Bowen St.

Whether these parking spaces are removed through this traffic resolution, or in 6–18 months time when the next phase of bus priority works are designed through LGWM, the physical realities of the road make it seem inevitable that in the long term there will be no space for on street parking here. Not providing a sustainable solution to resident and short stay parking in the area isn't really in the best interests of anybody, including the business owners who have lobbied for it. It would be far more responsible to do the (politically) hard work to relocate parking to side streets in this project. This would be sustainable long term, and free up space on the primary road corridor for further cycle safety and bus priority measures as per council's policies.

I am reminded of the recent death of Levi James on Manukau Rd in Auckland, near the Royal Oak roundabout. This is a location where Auckland Transport had recently consulted on changes, and decided against community feedback and their own policies to retain on street parking. I urge you, please do not make the same mistake in Wellington. You know retaining parking will be less safe (and discourage less confident cyclists, and cause bus congestion). I know that you know that. You proposed a design which removed the parking, and then walked it back out of political fear. Please do the right thing: follow your own policies, prioritise safety, and reinstate the design for 24/7 bus lanes on Tinakori Rd and Bowen St.

Location: Bowen St uphill left turn lane at The Terrace intersection

Action: Keep cycle lane at kerbside, reprogram existing left turn lights to have separate left turn and straight through phases

Travelling uphill on Bowen St approaching the intersection with The Terrace, the proposed designs have the cycle lane veering away from the kerb, and moving to be in between a left turn lane and a straight ahead lane.

This design – where a cycle lane moves to the right of a left turn lane at an intersection – has been repeatedly shown to be unsafe and difficult for cyclists to navigate around the city. The lanes of this design on Bunny St, Featherston St and Victoria St have all seen numerous complaints and frequent near misses over the last few years, and the lane recently installed northbound on Riddiford St has undoubtedly been the most complained about aspect of the recent changes in Newtown.

The better alternative would be to have separate straight and left turn signal phases at the traffic lights. Thankfully, the existing left turn lane already has all the necessary hardware installed, including red, green, and amber left turn lights. All that would be needed is reprogramming the light phases to separate left turning from straight through traffic. The cycle lane could stay kerbside on the left, vehicles wouldn't have to cross the cycle lane to get to the left turn lane, and there would be no conflict at the intersection as turning and straight through traffic would be separated.

Location: Whitmore St eastbound at Stout St intersection

Action: Relocate traffic island to allow appropriate width eastbound cycle lane

When heading east on Whitmore St, in advance of the intersection with Stout St, the kerbside protected cycle lane narrows considerably. At the intersection, it is dimensioned on the proposed designs as a width of 1.5m, however this seems to be from kerb to the outside of the physical separator, which elsewhere are dimensioned to be 0.6m. That leaves a cycle lane width of 0.9m, practically less given maybe 15cm of that will be unrideable gutter. This is too narrow for a cycle lane. The cause of this narrowing seems to be the existing traffic island. This should be moved southwards by ~1m to allow the lane widths north of the traffic island (0.9m cycle, 0.6m separator, 3m general, 3m general) to be evened out with those south of the traffic island (3.4m general, 3.49m general, 0.6m separator, 2m cycle), with the extra space allowing for a 2m eastbound cycle lane.

Location: Whitmore St eastbound at Stout St intersection

Action: Add advance stop box and limit line for cyclists across pedestrian crossing to reduce conflict with vehicles turning left into Stout St

At this same intersection, the existing advance stop boxes are shown as being removed, meaning bikes in the cycle lane and vehicles in the general traffic lane will stop at the same limit line. This means when the light turns green, vehicles turning left into Stout St will head directly into the path of cyclists heading straight. All it would take would be for a cyclist to mis-shift and start off slowly combined with a car accelerating quickly and turning left for there to be a collision.

Given the significant kerb build out and single lane entrance into Stout St, there is space for an advance stop box and limit line for cyclists further forward on the other side of the pedestrian crossing. This would put bikes 3-4m ahead of vehicles, making them much more visible to anybody turning left into Stout St.

Location: Whitmore St eastbound after Stout St intersection

Action: Relocate traffic island to allow appropriate width eastbound cycle lane

Similar to the other side of the intersection, the cycle lane width on Whitmore St eastbound is undesirably narrow after the intersection with Stout St, where it widens back to 2m at the intersection with Featherston St. This is not dimensioned, but seems around 1.2m. Again, the culprit is the traffic island, which is annotated as to be trimmed. I would suggest this is either trimmed further, or relocated/replaced further south to give additional space to the eastbound cycle lane.

Moving this traffic island would additionally allow space for adding physical separators further back towards the intersection with Stout St, where the proposed designs show them only being present on this side of the road from about halfway through this block.

Location: Whitmore St eastbound before Stout St intersection

Action: Remove right turn lane to allow appropriate width westbound cycle lane

The westbound cycle lane on Whitmore St on the block between Featherston St and Stout St is too narrow. The long physical separators used elsewhere are replaced by (presumably narrower) hit sticks.

Whitmore St westbound is severely cambered to the left on this block, and cycling close to the kerb is very difficult. This is especially true at the corner of Featherston St, where there is a very steep and complex camber to the left. Generally I find the line I take through here to be ~2m out from the kerb, before moving to a more usual ~0.6m distance from the kerb nearer to Stout St. Additionally the road surface here is very rough, and there is a crack / vertical difference running parallel to the kerb close to where you would naturally want to be riding, which seems like it could catch your tyre if you turned across it at a shallow angle.

These factors combine to mean the proposed cycle lane width here is simply not viable. The road is too cambered, and too rough, to support such a narrow kerbside cycle lane.

The cause of this seems to be the retention of three lanes (two through lanes and one right turn lane) eastbound on Whitmore St at the intersection with Featherston St. This arrangement is a relatively recent change, being introduced in TR 122-17. Prior to this there were two eastbound lanes: a through lane and a combined through and right turn lane. Changing back to this lane arrangement would make the intersection work much better for all modes – there would be sufficient space for an appropriate width westbound cycle lane with more robust separators, and cyclists wishing to turn right from Whitmore to Featherston would only have to move across one lane rather than two. While TR 122-17 uses the language of “safety improvements”, this seems little more than a fig leaf used to argue for more car lanes. It gives no details of how adding turning lanes would improve safety, and it certainly didn't make the intersection any safer for cyclists. Using the space reclaimed from on-street parking in TR 122-17 for appropriate width protected cycle lanes would truly make the street safer for all road users, and is a much better use of space than a right turn lane.

Location: Whitmore St between Featherston St and Quays

Action: Trim traffic island to allow appropriate width cycle lanes

The traffic islands on the block of Whitmore St between Featherston St and Waterloo and Customhouse Quays mean the entrances to these lanes (eastbound after crossing Featherston St, and westbound after crossing the Quays) are undesirably narrow, requiring dropping to hit sticks rather than more substantial separators. This could be remedied by trimming the traffic island widths. This is a more minor issue than some of the other lane narrowings, and is maybe more suited to be done later when other work is being done on this stretch of road, but I thought I would mention it in case other traffic islands are planned to be redone at this stage and it is easier to do a whole lot at once.

Location: Intersection of Whitmore St and Quays

Action: Adjust angle of dashed lines to reflect a more natural riding line

When crossing the Quays from Whitmore St to the waterfront, the proposed designs show dashed lane edges indicating where to ride. These are in a very strange location, starting some metre or so to the left of where the lane ends. This is presumably to account for an appropriately wide turning arc for vehicles turning from the left lane of Whitmore St right onto Customhouse Quay. It would seem to be better if these lines were drawn curved in a more gentle arc from the end of the cycle lane across to the waterfront, rather than a straight line with its starting point shifted to the north.

Location: Botanic Gardens driveway from Glenmore St

Action: Add signage and painted contraflow cycle markings to allow exiting to Glenmore St

Currently the access road / driveway from Glenmore St to the Rose Garden carpark is one way only. This means if you have biked to the gardens and want to head back down the hill, you would technically have to go via Kinross St, Bolton St, and The Terrace to get back to Bowen St, a route which is both very out of the way and very steep in parts. I suspect in reality most people would head back down the driveway and back down Glenmore, but there is no signage to indicate to drivers they should expect bikes heading downhill. It is narrow, but traffic is slow (signposted to 10km/h), so it should be possible to have a narrow (maybe 0.8-1m) painted contraflow lane to let drivers know to keep to the far left to leave space for bikes heading downhill.

Location: Botanic Gardens Rose Garden carpark

Action: Add bike parking

There is currently no bike parking at all at the Rose Garden / Begonia House carpark. When I have visited before I have locked my bike around different poles as it was the only option, but this is really not ideal especially if it means bikes are taking up already narrow footpath space. Towards the cafe would be ideal, but really any secure bike parking around there would be great.

Botanic Garden to city proposal – July 2022

Feedback



NAME: V Revell	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

• The survey questions are absolutely disingenuous and designed to produce predetermined responses that cannot possibly address the complexities of the TR 134 proposal.

• They do not amount to community consultation. • The primary bike connection routes are already determined by a previous Traffic Resolution. • It is now a question of implementation. • Whatever goes in will be an improvement for cyclists and this is to be welcomed. However, like most of Wellington’s roads, those included in this route are hilly and narrow. They are not able to support separated cycle lanes, bus lanes and general traffic lanes. Compromises are necessary and should not pit cyclists against other road users. A win for cyclists should not mean a total loss for others. If there are to be protected cycle lanes, even just uphill lanes, for the 6 kms from the City to Karori – of which the City to the Botanic Gardens, is the first half of the route, then we will end up with the ludicrous situation of a cycle expressway with no stopping or parking for the entire 6 km route. Businesses and residents need to be able to maintain their properties – access is required for painters, electricians, plumbers, couriers, deliveries, furniture removals. Intensification along this route will only increase the requirements for short stay parking. Businesses and residents also require customer and visitor access. Short stay parking is an absolute requirement, in the segment adjacent to the Gardens, Anderson Park and the Bolton St Cemetery for access to these public recreational facilities. The elderly, young families with prams and multiple children, those with dogs and sports people with equipment are not able to come by bike and bus. The Tinakori section of this route is at the same time a key transport route, a primary cycle connection, a residential street, an access way to key WCC public amenities and to a local shopping centre. Compromises are required, we cannot magically widen the road - clearways are needed here and will be required on other sections of the route. No stopping zones / clearways are an essential tool for traffic management on a constrained key transport route. Let’s have protected cycleway where possible, practical and equitable. Where they cannot be accommodated utilise other safety measures – lower speeds, clear signage, rumble strips on the road etc until the protection can be merged back into the route. We have no choice but to share the road. Motorists to relinquish long stay parking and have reduced hours for short stay parking, Cyclists to gain 95% protected uphill lane in this first half of City to Karori connection I support

• Shared bus cycle downhill Tinakori Mon - Fri 7am, or earlier, to 9am with 120min parking at other times

• Cycle clear way 4to 6pm Mon - Fri, from the top of the 5312 bus stop to the current end point just before the Botanic Garden entrance. In future this to merge with whatever is implemented in Glenmore st.

• 6 x 60 min parks in Bowen St downhill , west of Sydney st west, outside of clear way Mon - Fri 7am, or earlier, to 9am

• W/end parking in Bowen St downhill as far as Ballantrae Place

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Negative
Using the bus?	Neutral
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Negative
Visiting a business in the area?	Negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Neutral

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Moderate importance	Important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Adam Cheney	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
I note that the plans have already been changed to continue to accommodate parking outside of commuting hours; I'd oppose this if asked. I'd also like to see more protection for cyclists turning right from Whitmore Street into Lambton Quay (the bus station end) (sheet 7) - at the moment, they'll be asked to cross 3 lanes of traffic from the cycle lane on the nearside. Do we need 3 lanes of traffic here? Given that there is already a single traffic signal, could that not be reduced to a single lane with more space given over to pedestrians, and more protection for cyclists?

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Positive
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Very positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Mazz Scannell	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

26 July 2022

The Project lead – transitional cycleways
WCC
Email: botanicgardentocity@wcc.govt.nz

Submission: Parking management plan (PMP) for the Tinakori Road sector – Botanic garden ki Paekākā to City connection

I have the privilege of living in Kinross Street for over 30 years. During that time, I have seen the demand for parking around the area increase ten-fold. The introduction of touch rugby at lunchtime was the tipping point between the usual garden and Tinakori village traffic to cars being parked every which way.

There have been various steps taken to control parking including metred parking in the Garden/Anderson park precinct, and extended residents parking along Bolton Street. The current plans extend the restrictions on residents to a far greater degree. Instead of protecting the residents the proposed transport management plan is to constrain residents, remove car parks along the east side of the Gardens, all of the east side of Bowen Street and a parking through the Tinakori village.

These actions seem to be motivated by the need for people in Karori to bike to work without any consideration of the residents who live between Karori and the City.

I would like to speak to this submission. As stated in my 2021 submission to metered car parking in the rose garden precinct;

The proposed [parking] changes take no account of the people who use the parking area for passive and recreational activity. Many who park in the diagonal parking spaces opposite the rose beds are infirm or elderly. They have little disposable income for parking charges and are inclined to use the spaces for short periods of time'.

In addition, the Garden should not be considered in isolation. The proximity to the city, the Thorndon Village and Anderson park means visitors can come for one activity and then become involved in another. The area should be considered as a precinct rather than separate zones in the decision-making process.

Impact of current WCCC plan

The existing short stay parking on the impacted section of Tinakori Rd is heavily utilised, especially during the day; by residents, guests, shoppers, café clients, trades people, couriers and visitors to the Lady Norwood Rose Garden, Bolton Street Cemetery and Anderson Park recreational facilities.

The short term stay parking on Bowen Street and Tinakori Road is particularly well used during the day and on weekends. A wide range of people use these parks including;

young families with prams, the elderly and infirm, those with dogs, and sports people with heavy kit. The car parks are a logical and convenient place to park before undertaking a wide variety of activities. In the evenings the same parks are used by restaurant customers, particularly for regular week- night events such as the two local pub quiz nights.

There is no alternative parking in the area. Cars that usually park in these areas will not disappear. It is expected that the re-location of cars will put further stress on what is already a parking constricted area.

Parking at the Rose Garden/Anderson Park is already regularly used to capacity. These spaces are totally inadequate to support regular visitor, sporting activities and Botanic Gardens ki Paekākā events without the continuing availability of the existing Garden side of Tinakori Rd short stay parks and weekend parking in Bowen Street.

The parking in the Rose Garden also has the disadvantage of being a one-way system, so if there are no parks available, traffic has to continue in a long loop taking in Bolton Street, The Terrace and Bowen Street.

People need short stay parking to enable them to visit and service residences, businesses and recreational amenities. The 24/7 365 components of TR 134-22 in Bowen Street and the Gardens side of Tinakori Road not only remove long-stay parking in support of congestion reduction but also remove virtually all short stay parking, including evenings and weekends, thus reducing access for visitors to residences, businesses and recreational facilities for people who need to drive - with no mitigation or alternatives available.

We maintain that sacrificing access is not required – some minor pragmatic adjustments in the zones along upper Bowen Street and immediately adjacent to the Botanic Garden and the Tinakori Village will enable retention of short stay parking in support of the neighbourhood's unique configuration and multiple activities.

Current plans for Tinakori Road and Bowen Street that have fed into TR 134-22 are largely based on assumptions, acknowledging that no data has been collected to show the utilisation of the current short stay parking in either segment. In spite of no methodological based research, it is proposed to remove all parks in Bowen Street, except for five on the northern side, and all parks in Tinakori Road except for 12 on the south-eastern side.

Taken to its logical conclusion there will eventually be a 6km cycling highway from the City to Karori, to the exclusion of all other road users - with residents, guests, shoppers, café clients, trades people, sportspeople, couriers and visitors unable to park or even stop along the entire uphill route.

This consultation asks me to consider only the Botanic Garden to City section of the proposed cycle way. To avoid unintended outcomes it is necessary to have at least provisional plans for the Thorndon Village and Glenmore Street parts of the proposed cycle network. For example, if removal of vehicle parking in Glenmore Street is in

prospect, the consequences of not allowing vehicles to stop between the City and Karori have to be thought through and consulted on, as does the elimination of parking along the entire western boundary of the Botanic Garden.

The plans for the Tinakori Village are vital planning knowledge for businesses there, especially if parking in Tinakori Road past the Bowen Street intersection is to be removed. Potential arrangements for the peripheral sections of the network now under consideration should be available to inform the response of stakeholders to the current consultation.

Section 4.4 of the WCC 2020 PMP includes distinguishing between the four different zones that overlap here, namely:

- A key transport route,
- A city fringe area,
- A shopping precinct,
- An area providing access to Council recreational facilities.

The WCC priorities for each zone are defined as highest, high, medium, low and lower - TR-134-22 covers all four zones.

A reconciled consideration of the above multiple zone priorities, with provision for future flexibility, is required. The highest priority for all four zones is the safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works).

I note that published NZTA Urban Design guidelines also call for a balance between transport improvements and the need to maintain or enhance the amenity and liveability of the local community.

I do not believe that this balance is being achieved with an expensive and locally disruptive project based on assumptions. The removal of parking doesn't fix the movement of people, it only addresses the positioning of cars.

Where to next?

Although the plan has been discussed with residents in the Thorndon precinct, and some recommendations have been taken on board, the formal submission process shows there is much left to achieve.

Recommendations

The recommendations I submit is taking a precinct approach. That is, incorporating Tinakori Road and Bowen Street impacts to gain a better picture of the impact of TR 134-22. It is impossible to consider one area without acknowledging and planning on the impact it has on the other.

1. Immediate steps that will make Tinakori road village a safer precinct for cyclists

Reduce the speed to 30kph along Bowen Street and the length of Tinakori Road to the junction of Glenmore Street by the Founders Gate.

Close Tinakori Road to heavy vehicles between the Bowen Street intersection and Hill Street.

2. Short stay parking

Keep the 120m and disabled parks between the Bowen Street intersection and the junction of Glenmore Street by the Founders Gate.

Continue to allow all-day weekend parking up Bowen Street.

3. Alternative parking

Some minor pragmatic adjustments in the zones along upper Bowen Street and immediately adjacent to the Botanic Garden and the Tinakori Village will enable retention of short stay parking in support of the neighbourhood's unique configuration and multiple activities.

4. Sacrificing access to the detriment of the least able

Take into consideration the needs of the elderly and infirm and families who cannot access the Garden by cycle.

5. Get rid of the current assumptions

Gather data to show the number and times of high cycle use, turnover of short-term parking, the use of disability parks, and local movements verses through-traffic of all types.

Show the proposed areas dedicated to cycle corrals or bike bays similar to those by suburban railway stations (cost \$100,000 each) as part of the consultation process.

Make plans that cover the entire route to Karori rather than incremental creep. For example, if the removal of vehicle parking in Glenmore Street is in prospect, the consequences of not allowing vehicles to stop between the City and Karori have to be investigated and consulted on, as does the elimination of parking along the entire western boundary of the Botanic Garden.

6. Balance between transport improvements and the need to maintain or enhance the amenity and liveability of the local community

Work across communities, local, regional and central government to develop a complete plan that not only addresses the needed reduction of carbon transport emissions but the needs of the community.

Treat the area as a destination precinct and plan to make sure you not only honour carbon goals but also the residents and the historical and high destination factor of the area.

Thank you for considering my proposal. If you have any questions please contact us.

Mazz Scannell

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Murray Pillar		An individual	Yes

**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?

TR 134-22 Submission from Murray Pillar

Allowances need to be made within the Paneke Poneke programme for residents, businesses and visitors to be able to live, trade and participate in their chosen community. The road size is finite and needs to be appropriately and practically shared by all current and future users - bus, cycle, car, van, emergency service and pedestrian.

My submission deals with the Bowen Street/Tinakori Road section of this Traffic Resolution.

I agree with:

- The addition of 6 resident parking spaces replacing 6 existing coupon parking spaces in Patanga Crescent.
- The alteration of the Thorndon Residents Zone boundary to include Patanga Crescent, St Mary Street, and an additional section of Tinakori Road up to the intersection with Glenmore Street at Kilmister Ave.
- Changes to Tinakori Road (Botanic Garden ki Paekākā entrance to Bowen Street/Tinakori Road intersection) when between 7am and 9am Monday to Friday the downhill side will operate as a shared bus and bike facility, no parking will be allowed. P120 parking time restriction to apply at all other times and 2 P10 parking spaces.

I disagree with:

- The removal of all Tinakori Road parking on the uphill (Botanic Garden ki Paekākā side) to allow for a separated cycleway. (19 P120 parking spaces, 5 residents parking spaces.)

The Botanic Garden ki Paekākā combined with the Bolton Street Memorial Park is one of the most important assets belonging to WCC. The Garden is recognised as a Garden of National Significance by the Royal New Zealand Institute of Horticulture, and an important Heritage Area by Heritage New Zealand. Locals, domestic and international visitors are all actively encouraged to visit it.

This constant demand makes provision of short-term on-street car parking a necessary requirement to allow families, groups (including tour buses) and those with passenger disabilities from across the city and beyond to readily and safely visit this attraction. 47 parks at the Lady Norwood Rose Garden are not sufficient for current or increased Botanic Garden visitor numbers. Residents of this part of Thorndon also require short-term on-street parking provision for trade vehicles, couriers, emergency vehicles and residents' visitors.

If the Tinakori Road Village 30kph zone was extended south to the Botanic Garden ki Paekākā main entrance pedestrian crossing the non-cycling traffic would be travelling at a slower speed with the cycling traffic for this short 120 metre section before this particular project ceases at the main entrance of the Garden.

A cycle-only facility could operate on this side of the road between 4pm and 6pm Monday to Friday when traffic flows are heavier. Outside this time P120 parking.

I agree with:

- Bowen Street (Tinakori intersection to The Terrace) where 5 P60 parking spaces will remain on the northern downhill side outside of clearway hours Monday to Friday 7am-9am.

I suggest a modification:

- The P60 parks are extended from the Tinakori Road intersection to Sydney Street West (as noted in the WCC letter to residents 5 July 2022 but not shown on wsp sheet 13).

Regarding:

- All other parking on northern (Thorndon) side removed (55 coupon parking spaces and 10 metered parking spaces).

I suggest a modification:

- That this is Monday to Friday only. Spaces are then available for parking at weekends when demand is higher from Botanic Garden ki Paekākā visitors and Anderson Park sports ground users (often with quantities of gear to carry) who require longer than P120 parking – 47 parks at the Lady Norwood Rose Garden are not sufficient for this now. Cyclists do have an alternative downhill route to use - turning off Bowen Street into Sydney Street West, through Ballantrae Place and exiting at Museum Street to get to the intersection at The Terrace.

I wish to make an oral submission at the 2 August hearing.

Thank you.

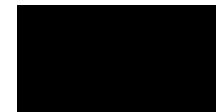
Murray Pillar

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26 July 2022

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jennifer Button		Friends of Bolton Street Cemetery	

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22

Please provide any comments here:

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	
Using the bus?	
Riding bikes?	
Driving vehicles/or riding motorbikes?	
Living in the area?	
Working/owning a business in the area?	
Visiting a business in the area?	
Living with mobility or accessibility issues?	

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?



FRIENDS of
BOLTON STREET
CEMETERY INCORPORATED

PO BOX 12426, THORNDON, WELLINGTON, NEW ZEALAND
<http://www.boltoncemetery.org.nz>

Submission to Traffic Resolution 134-22 Tinakori cycleway to City 23.7.2022
Email to: botanicgardentocity@wcc.govt.nz

Re: Concern for removal of parking space for visitor access to Bolton Street Cemetery

The Bolton Street Cemetery 1840, New Zealand's oldest public cemetery and a heritage asset is a visitor destination site with hundreds of visitors wanting to visit and attend events, particularly during summer months. **Our main access is through the Botanic Gardens.** **The Friends** are a voluntary group who look after grave restoration, undertake historic research for the public, organise regular working bees, conduct guided public tours, school visits and other activities.

Our Submission

We are concerned about the loss of so many carparks in close proximity to the cemetery. We do appreciate the need for cyclists/cycleways but do not feel these need to lead to the removal of so much coupon parking and P120 space required by so many other users.

The existing short stay parking is already heavily used on the impacted section of Tinakori Road under consideration. The parking in the Rose Garden/Anderson Park also is already inadequate for the number of visitors and sports players. We contend that TR 134-22 which reduces this already limited parking will lead to lack of parking space for all regular visitors to the Bolton Street Cemetery, the Botanic Gardens and Anderson Park.

Biking is simply not a solution for family groups nor for older people. Driving and parking nearby is the only answer for many.

Buses do not provide easy access and not everyone is able to use a bus. It makes no sense for those who can travel by bus from areas outside the number 2 bus route, to use two or more buses, potentially a much longer trip than a car trip.

Cars provide important access for those who need to drive: families with young children, pushchairs, the elderly, and recreational pedestrians for whom a visit by public transport is not viable. For those who need to drive, sacrificing access for others should not be required.

Noting that other streets will be impacted in the future, the loss of P120 carparks and coupon parking in Glenmore Street would have an even greater impact on worker, walker, family and older people's access to these sites.

The option of adequate 120 parking/coupon parking in Glenmore Street/Tinakori Road/Bowen Street to protect visitor access to the Bolton Street Cemetery is vital.

Jennifer Button
President, FoBSC

Priscilla Williams
Vice President

Nick Perrin
Committee

David Dunsheath
Committee

Botanic Garden to city proposal – July 2022

Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Michael Teague		An individual	Yes

Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22
Support

Please provide any comments here:

First of all, it is great to see the proposed changes to Wellington streets to support a multi-modal transport network, through Let's Get Welly Moving, this is hugely needed. Botanic Garden ki Paekaka to city route is a well used route, linking the city with a widely visited attraction (Botanic Gardens) and with Kelburn/Northland and Karori. I am a frequent user of this route (as a pedestrian, cyclist and bus user), working in the Wellington Botanic Gardens ki Paekaka, visiting the city frequently, using the shops on Tinakori Road regularly and living in Karori. I strongly support the removal of many coupon and time limited car parks off Tinakori, Bowen and Whitmore streets and the addition of residents parks onto the side streets, also the addition of a mobility parking space outside the Ministry of Education building. Parked cars on main thoroughfares are a large safety issue for scooter and cycle users (dooring, pinch points and loss of visibility of what is ahead). I would like to see the shared bus/cycle/scooting lane on the north side (downhill) of Tinakori Road and Bowen Street preferably made into a separated cycle lane, this is for the safety of new or not so confident users, who would really benefit from this infrastructure. In my experience, the confident users would just take the traffic lane because they would be travelling at a similar speed to vehicles downhill. If not a separated cycle/scooting lane, then I would like to see the option of a 24/7 shared lane on the downhill side of Tinakori Road and Bowen Street, not just the proposed 7am-9am (and allowing car parking the rest of the time). Either of these options would require a safe crossing for users to access Bowen Street from Tinakori Road (i.e. from the left hand side of Tinakori Rd to the right turning lane). The addition of a bus/cycle priority light could be a good interim option. I support the implementation of a bus platform for the uphill section of Tinakori Road close to ki Paekaka/Botanic Garden. This encourages cyclists/scootists to slow down and look for pedestrians/bus users entering and exiting the bus, increasing safety for all users, also allows for faster bus travel times (encouraging punctuality and therefore patronage). Regular sweeping of this section of Tinakori Road will be needed to keep the street side from flooding in heavy rain (which currently occurs). The large pohutukawa trees frequently drop leaves and small branches into the kerb. Will there be a return of regular street cleaning along this section now that car parking will be removed? I am delighted to see the upgrades to the intersection of The Terrace/Bowen Street and Museum Street for all users. Pedestrian access is greatly enhanced. Will there be traffic lights added (on a sensor) for users travelling from Museum Street to Bowen Street? This would take away the risk of turning onto Bowen Street uncontrolled? Artworks on the walls sounds exciting and enhances the area as a place to visit. The relocation of the taxi stand from Whitmore Street to adjacent Stout Street is a great idea for all users, encouraging better traffic flow and a safer space for taxi users/drivers I believe. Taking

the right turn away for vehicles travelling from Whitmore St towards parliament into Stout Street is a great idea, saving potential conflict and crashes. When users get 'spat out' at the end of the cycle lane on the uphill section of Tinakori Road, I would like to see appropriate measures taken to reduce the risk of collision between vehicles turning left into the Botanic Garden (Centennial/Rose Garden Entrance) and those wishing to continue up Tinakori Rd to Kelburn/Karori. Appropriate signage or well placed traffic island to encourage vehicle users to look for cyclists on their left before attempting to turn. I like the bicycle boxes at the intersection of Lambton Quay, Whitmore and Bowen Streets, I would also like to see 'hook turns' for bicycles turning right as an alternative for those who do not feel confident enough to turn right against heavy vehicle traffic. Appropriate measures taken for reduction of conflict between vehicle users wanting to turn left and cyclists/scootist travelling straight ahead should be looked into further, e.g. controlled light signals. I help to maintain the pedestrian 'access' (stairs to Anderson Park clubhouse) from Bowen Street, I would love to see a lip on the kerb where the stairs meet Bowen Street, so pedestrians, cyclists and scootists will use these stairs as an access point for the Botanic Gardens and Bolton Street Memorial Park.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very positive
Using the bus?	Very positive
Riding bikes?	Positive
Driving vehicles/or riding motorbikes?	Positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Positive

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: Franics Legg	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Strongly support

Please provide any comments here:
My parents live in this area and I support the cycleway completely. As someone who both cycles and drives to this area I think the cycleway will offer improvements. I am not concerned about parking - I don't mind parking a little further away and walking for five minutes. I also look forward to not having to take my car and feeling safe enough to cycle, and reduced cars on the road when I do need to drive.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

Walking in the area?	Don't know
Using the bus?	Very positive
Riding bikes?	Very positive
Driving vehicles/or riding motorbikes?	Very positive
Living in the area?	Very positive
Working/owning a business in the area?	Very positive
Visiting a business in the area?	Very positive
Living with mobility or accessibility issues?	Don't know

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very positive

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Very important	Very important

Botanic Garden to city proposal – July 2022

Feedback



NAME: John	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Stongly oppose

Please provide any comments here:
Some people who work in this area need to drive to work sometimes, so it is unacceptable to remove any carparks. A question I have is are these proposed cycle ways for motor bikes as well? Whether electric or not.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Neutral
Using the bus?	Neutral
Riding bikes?	Neutral
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very negative

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Low importance

Botanic Garden to city proposal – July 2022

Feedback



NAME: Eve	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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**Do you support the proposed changes to the Botanic Garden ki Paekākā to city route?
These include traffic resolution TR134-22**
Stongly oppose

Please provide any comments here:
Our city is dying slowing , parks are being taken from central city and surrounding areas. This will have a huge negative impact of accessing our city and giving it the boost it needs. My whānau fought the motorway bulldozing homes in thorndon and now it is time my generation fought. Council takes our parks through planning for the rich. Look at Newtown! Island bay! Stop the madness.

Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:	
Walking in the area?	Very negative
Using the bus?	Negative
Riding bikes?	Negative
Driving vehicles/or riding motorbikes?	Negative
Living in the area?	Very negative
Working/owning a business in the area?	Very negative
Visiting a business in the area?	Very negative
Living with mobility or accessibility issues?	Very negative

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long- term impact of the proposed changes to these routes will be:
Very negative

How important is it to have a connected and complete network of biking routes across the city?	How important is it to make street improvements so buses are quicker and more reliable?
Not important	Not important