

Oriental Bay Connections Workshop 3

Minutes

Meeting: Oriental Bay Connections Working Group Workshop 3

Venue: Level 2 Conference Room, Wellington Library **Date:** Monday 12 June 2017

Time: 6.00 – 8.30 pm

The third workshop of the Oriental Bay Connections Working Group was held from 6:00-8:30 pm on Monday 12 June 2017, in the Level 2 Conference room of the Wellington Central Library on Victoria Street.

The attendees at the third workshop were:

Name	Organisation	Background/ Areas of interest
	Chaffer's Marina	
	Living Streets Aotearoa	
	Cycle Aware Wellington	
	NZ Transport Agency	
Cr. Sarah Free	Wellington City Council	
Cr. Nicola Young	Wellington City Council	
Bridget Parrott	Wellington City Council	Observation
Lyn Murphy	Wellington City Council	Observation
Charmead Schella	Wellington City Council	Observation
Joe Hewitt	Wellington City Council	Project Manager
Ben Alexander	Wellington City Council	Project Engagement Officer
David Huang	Jacobs	Project Designer, observation

Opening

Ben opened the meeting at 18.16 with a brief introduction and a summary of Workshop #2. The working group process flow chart was shown to the attendees.

Ben noted the low attendance of the third workshop and stressed the importance of having representatives from groups such as Oriental Bay Residents' Association and Chaffers Marina who were absent at this workshop. Ben proposed to contact the representatives from these groups and arrange separate meetings with them to ensure they are informed of the progress and have the opportunity to provide input should they wish to.

Discussion on project objectives

Joe provided a summary of the project objectives that were defined during the second workshop:

The Oriental Bay Connections project seeks to deliver a safe, universal design environment, providing equal access for people of all requirements, enhancing the iconic heritage of the location.

- Create a safe, universal design environment, providing access for people of all requirements.

- Enhance the iconic, heritage location and local community experience of local assets, e.g. Freyberg Swimming Pool & Gym, Freyberg Beach and Waitangi Park
- Improve the level of service for pedestrians
- Improve the level of service for cyclists
- Enhance the level of service for people using buses
- Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that cannot use Mt Victoria tunnel
- Increase traffic calming and reduce traffic volume
- Maximise the value of on street parking through design

Councillor Young suggested that some car drivers used the Oriental Parade/ Evans Bay Parade route by choice, not because they could not use Mt Victoria tunnel. The working group agreed to change the relevant project objective to “Maintain an acceptable level of service for vehicles requiring access, e.g. traffic that does not use Mt Victoria tunnel.”

Steven commented that the group should be careful with including “reduce traffic volume” as one of the project objectives. The group might be setting itself up for a lot of oppositions. The working group agreed to remove “reduce traffic volume”.

Alastair suggested a different approach to evaluating parking impact. Instead of simply trying to provide the maximum amount of parking, the road controlling authority should look at how they can make sure people can find a parking space when they get to a place. The Council should look at how to manage them more properly.

Steven asked if there was any literature on whether parked cars make footpath safer for pedestrians. Ellen said ‘Yes’.

Councillor Young asked if it was legal for cyclists to use the clearway and if the working group could consider a clearway option. Joe replied that peak-hour bus lanes (which allow cycle use) had been included as part of an option developed in Workshop #2.

Simon reminded the working group that the project was part of the Urban Cycleway Programme and suggested that the relevant project objective should be changed to “Substantially improve level of service for cyclists” to reflect that. The group concurred.

Some of the group asked what the definition of “level of service for cyclists” was. Simon advised that Opus Consultants had completed a research on “Factors affecting cycling levels of service”. The document should become available from Friday, 16 June 2017.

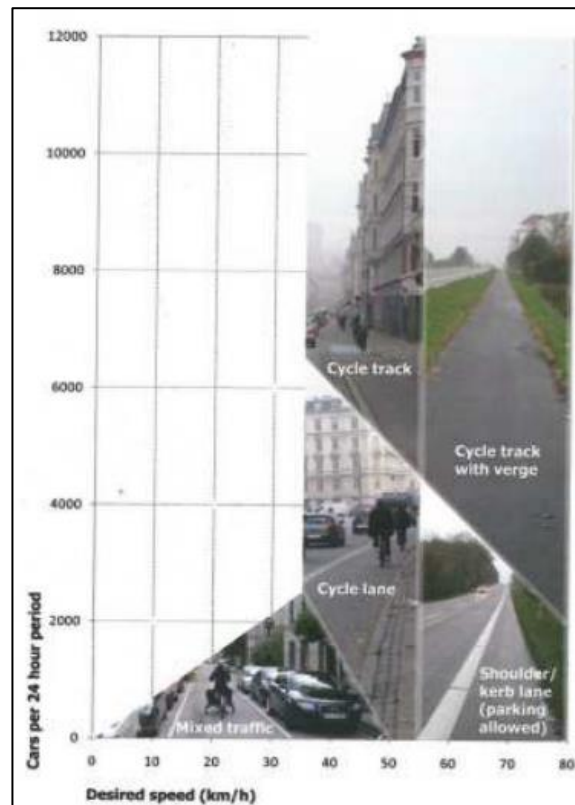
Joe then asked if the group should also consider adding “substantial” to the project objective related to the level of service for pedestrians. Simon suggested not as this was an Urban Cycleway Project. If this was a different type of project such as a pedestrian safety project then the project objective should be upgraded.

Councillor Free suggested that the project objective related to bus services should be change to “At least maintain the level of service for people using buses” instead of using “Enhance”. The group agreed.

Ben confirmed that he would email the updated project objectives to the entire working group to provide an opportunity to people who were not present to comment on the objectives before they were finalised.

Type of appropriate cycle facility

Joe presented the diagram from the Dutch cycling design guide (CROW Manual) showing the types of cycle facilities to be used based on the daily vehicular traffic volume and desired speed. The current traffic volume at this section of Oriental Parade was 16,000 vehicles per day which exceeded the upper limit (12,000 vehicles per day) as shown on the chart. This suggested that protected cycle facility was needed at this site.



(Source: CROW Manual)

Shortlisting exercise

Joe explained that seven long list options have been developed. Two options were recommended by the working group during workshop #2 and five options were added by Joe and David after examining all the possible cross-sections and layouts. Joe then introduced the shortlisting process:

- Review the draft evaluation
- Agree scores against each objective
- Draft Multi Criteria Assessment (MCA)
- Consider if there are other options that should be included.

Councillor Free asked how many options were to be chosen as part of this process. Joe explained that one final option would be ideal but there c need to be around three options for further public engagement/consultation.

The group then reviewed and discussed the seven long list options (see attached). There were three more options to be developed and examined. They included:

- Option 6.1: No change to existing north side footpath, two-way cycleway on north side with peak-hour bus lanes. No Sharrow road marking to be marked. 30km/hr speed limit to be considered. Simon said they intended to maintain the existing kerb line when they developed their option (Option 2) during workshop #2. They did not intend to propose a 0.3m widening at the footpath on the south side. Developing Option 6.1 would address this concern.



New: Option 6.1

- Option 8: 10m wide footpath, two-way cycleway, trees on 2.4m wide lane separator, no change to southern kerb line.



New: Option 8

- Option 9: No change to existing footpaths on both sides, two-way cycleway on north side.



New: Option 9

Conclusion

Meeting concluded at 20:30. WCC to send out meeting minutes and organise the 4th working group meeting to continue the shortlisting process in two weeks.

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Appendix A – Summary sheets of long list options (separate document)