

# Thorndon Quay Workshop 3

## Minutes

Meeting:	Thorndon Quay Working Group Workshop 3		
Venue:	The Woolstore, level 2, Thorndon Quay	Date:	11-May-2017
		Time:	18:00

The second workshop of the Thorndon Working Group was held from 6:00pm–8:00pm on Thursday 11 May 2017, at the Woolstore (262 Thorndon Quay). The attendees at the third workshop were:

Name	Organisation	Capacity as a workshop attendee
Workshop facilitator		
Workshop facilitator, project manager		
Project designer, observation		
Project designer, observation		
Stakeholder – culture and heritage/iwi		
Stakeholder – local residents association (traffic)		
Stakeholder – advocacy group		
Stakeholder – advocacy group		
Stakeholder – local residents association		
Stakeholder – commuter		
Stakeholder – business owner		
Stakeholder – business owner		
Stakeholder – business owner		
Stakeholder – commuter		
Stakeholder – advocacy group		
Stakeholder – property owner		
Stakeholder – property owner		

Councillors Young, Free, and Calvi-Freeman from Wellington City Council were in attendance for part of the meeting. Apologies were received from three members.

The format and discussions for the evening were broadly focused around the following topics:

	Agenda Item	Owner	Time
1	Welcome, feedback on what has happened since WS2	Charmead	18:00
2	Data compiled & process from here	Jan / Sam	18:10
3	<p><b>Five Council investment objectives:</b></p> <ul style="list-style-type: none"> <li>- <b>Level of Service</b> - Achieve a high level of service for cyclists within an integrate transport network.</li> <li>- <b>Network Efficiency</b> - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience.</li> <li>- <b>Cycling Uptake</b> - Cycling is a viable and attractive transport choice.</li> <li>- <b>Cycle Safety</b> - The crash rate, number and severity of crashes involving people on bikes is reduced.</li> <li>- <b>Wellington City Improvements</b> - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington.</li> </ul> <p><b>Confirm Working Group Objectives discussed in WS2, (have reworded attempting to make objectives SMART [Specific, Measurable, Attainable, Relevant, Time-Bound]), Draft SMART objectives:</b></p> <ul style="list-style-type: none"> <li>- Increase pedestrian and cycling connectivity;</li> <li>- Reduce the number of injury-causing crashes on Thorndon Quay;</li> <li>- Reduce travel speeds on Thorndon Quay;</li> <li>- Reduce the number of single occupancy commuter cars traveling on Thorndon Quay;</li> <li>- Provide local parking facilities that meet customer and business requirements;</li> <li>- Maintain safe and consistent access to business;</li> <li>- Maintain or improve the consistency of bus journey times along Thorndon Quay;</li> <li>- Increase the number of 'interested, but concerned' pedestrians travelling through the area; and</li> <li>- Include electric vehicles and car-sharing areas along the route.</li> </ul>	Jan	18:25
4	<b>Workshop long list of options – in 4 groups</b>	All	19:00
5	<b>Present back to group</b>	All	19:30

Discussions among working group members were mostly held following the above agenda items. These discussions are recorded in the sections below.

## **Welcome, feedback on what has happened since WS2**

There was a discussion with feedback gained about Workshop 2 and the session which was held at Nancys Stitch Studio for stakeholders to discuss concerns and understand each other better. Some concern was raised that not all working group members attended the stakeholder session. Some gave feedback that they are busy and have limited time to attend many meetings.

A discussion arose among stakeholders about whether cycling improvements in the area should be focused on Thorndon Quay or Aotea Quay. The scope of the working group (terms of reference) is to undertake optioneering of transport options on Thorndon with an aim to select the best option for Thorndon. The scope does not include evaluation of whether it is the appropriate route. A document has been sent out which shows how the route was chosen.

## **Data compiled & process from here**

Copies of a data report that was compiled in response to requests for more data and information was distributed.

The 9-step process was reviewed (this was Workshop 3 of the process). The figure has since been circulated.

The longlist to shortlist process was explained.

## **Confirming Objectives and MCA (Multi-Criteria Analysis) Process**

An explanation was given of SMART objectives (Specific, Measurable, Attainable, Relevant, and Time-Bound). The changes to the 'Thorndon Objectives' to make them 'SMART' were presented to the group.

The working group was generally satisfied with the adaptations of their objectives into becoming 'SMART'

The MCA process and criteria were explained to the group. Some stakeholders had ideas of criteria they would like to have added the MCA process which included:

- 'Retaining parking for businesses'
- 'Effects for businesses'
- That criteria related to number of injury crashes be adjusted to include non-injury crashes
- Pedestrian dwell times.

There were a few objectives previously identified that could not be made 'SMART'. The group agreed that the objectives proposed were acceptable.

## Workshop long list of options

The working group was divided into three groups to develop long list options using markers, post-its and bits of paper proportionally made to size for different infrastructure options by mode. Groups could mix and match different treatments, see what the limits are within the corridor space and gained an understanding of the space requirements needed for different treatments.

Below are a number of photos of long-list designs that groups came up with (note there will be some photo repetition)











