

## **EVANS BAY PARADE BIKE PATH AND BUS HUB (KILBIRNIE)**

### **Purpose**

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions in the Evans Bay Parade area (south of SH1) to facilitate the bike paths and the Bus Hub. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

### **Summary**

2. Improvements for people on bikes in Kilbirnie have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of safe bike paths cycleway in the Kilbirnie area in the 2015-2019 Long-term Plan. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the routes through Kilbirnie as these provide critical connections between Miramar, Newtown and Evans Bay Parade.
4. The proposed improvements will include comprehensive upgrades to the cycling facilities with protected and separated bike paths on high-volume roads and improved on-road facilities on low-volume roads. The sizes and types of facilities will provide for future growth. A community working group developed options for 11 routes; progress on some of these routes has been deferred for now.
5. Consultation was undertaken on the Evans Bay Parade bike paths and Kilbirnie bus hub with the traffic resolutions advertised in February / March 2018.
6. Feedback was sought from submitters on whether they supported the overall schemes and how important it was to connect these facilities with the city-wide cycling network. 100 submissions were received.
7. A summary of the results were as follows:

Question	People answered	Yes	Yes with changes	No	Not answered
Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?	98	56%	14%	28%	2%
Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?	93	50%	15%	28%	7%
Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed	95	60%	11%	24%	5%

bus changes?					
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8. Submitters were asked: "How important it was to connect this proposed bike path with the safer city-wide cycling network? 61% of submitters said that this connection is very important or important.
9. A public hearing process was held in a Forum Style on the evening of Thursday 5 April and in Committee Style on Thursday 12 April. Officers attended both these sessions prior to finalising the report.

## Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the proposed cycling facilities and Kilbirnie bus hub and associated changes on Evans Bay Parade, Bay Road, Rongotai Road as shown in the drawings in Attachment 2.
3. Note that the detail design of the marking and signage of the bike path in Evans Bay Parade will be developed in liaison with St. Patrick's College in response to the concerns relating to pupil/bike conflict during arrival and departure times around the school entrance, raised during the submission forum on the 5<sup>th</sup> April 2018.
4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

*Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Rongotai Road</b>	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 63 metres east of its intersection with Crawford Road (Grid coordinates <math>x = 750126.9</math> <math>y = 5424435.3</math>) and extending in an easterly direction following the northern kerbline for 10.9 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>South side, commencing 32 metres east of its intersection with Childers Terrace (Grid coordinates <math>x=5012436.4</math> <math>y = 5424422.8</math>) and extending in an easterly direction following the southern kerbline for 6 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 12 metres east of its intersection with Bay Road and extending in an easterly direction following the northern kerbline for 20 metres.</i>

*Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Bay Road</b>	<i>Taxi Stand</i>	<i>West side, commencing 3 metres north of its intersection with Rongotai Road and extending in a northerly direction following the western kerbline for 25.5 metres.</i>
<b>Bay Road</b>	<i>Bus Stop – At All Times</i>	<i>East side, commencing 11 metres east of its intersection with Rongotai Road and extending in a northerly direction following the eastern kerbline for 31 metres.</i>
<b>Rongotai Road</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 23.5 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 15 metres.</i>
<b>Rongotai Road</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 45.5 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 21.5 metres.</i>
<b>Evans Bay Parade</b>	<i>Bus Stop – Monday to Friday, 8:30am - 9:00am, 3:00pm - 3:30pm</i>	<i>East side, commencing 158 metres north of its intersection with Kemp Street (grid coordinates x= 1,750,285.3m, y= 5, 424,671.2m) and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

*Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 30.5 metres from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 36 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 35 metres south of its intersection with Cobham Drive (grid coordinates x= 1,750,309.8m, y= 5,424,990.3m) and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 70.5 metres from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 17.5 metres.</i>

<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Kemp Street and extending in northerly direction following the eastern kerbline for 14 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 16 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 87 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a southwesterly direction following the southern kerbline for 5 metres.</i>
<b>Bay Road</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 28.5 metres west of its intersection with Rongotai Road and extending in a northerly direction following the western kerbline for 18.5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing at its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 12 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 83 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 15.5 metres to its intersection with Onepu Road.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>North side, commencing 4.5 metres east of its intersection with Bay Road and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>

*Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Bay Road</b>	<i>P30 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 11 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401558m, y = 798154m) and extending in a northerly direction following the western kerbline for 14 metres.</i>
<b>Bay Road</b>	<i>P30 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 50 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401568m, y = 798193m) and extending in a northerly direction</i>

<b>Rongotai Road</b>	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>following the western kerbline for 10 metres. North side, commencing 63 metres east of its intersection with Crawford Road (Grid coordinates <math>x = 750126.9</math> <math>y = 5424435.3</math>) and extending in an easterly direction following the northern kerbline for 5.5 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 41 metres east of its intersection with Bay Road (Grid Coordinates <math>x = 401606m</math>, <math>y = 798115m</math>) and extending in a easterly direction following the southern kerbline for 11 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 57 metres east of its intersection with Bay Road (Grid Coordinates: <math>x = 401622.m</math>, <math>y = 798111 m</math>) and extending in a easterly direction following the southern kerbline for 5.5 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 71 metres east of its intersection with Bay Road (Grid Coordinates: <math>x = 401638m</math>, <math>y = 798107m</math>) and extending in a easterly direction following the southern kerbline for 5.5 metres.</i>
<b>Rongotai Road</b>	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 5 metres east of its intersection with Bay Road (Grid Coordinates: <math>x = 401583m</math>, <math>y = 798134m</math>) and extending in an easterly direction following the northern kerbline for 28 metres.</i>

*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Evans Bay Parade</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 16 metres west of its intersection with Rongotai Road (Grid Coordinates <math>x = 401658m</math>, <math>y = 798140m</math>) and extending in a westerly direction following the southern kerbline for 50 metres.</i>
<b>Evans Bay Parade</b>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 86 metres west of its intersection with Rongotai Road (Grid Coordinates <math>x = 401617m</math>, <math>y = 798192m</math>) and extending in a westerly direction</i>

<b>Evans Bay Parade</b>	<i>Bus Stop – At All Times</i>	following the southern kerbline for 15 metres. North side, commencing 85 metres west of its intersection with Rongotai Road (Grid Coordinates $x = 401635m$ , $y = 798200m$ ) and extending in a westerly direction following the northern kerbline for 30 metres.
<b>Evans Bay Parade</b>	<i>Bus Stop – At All Times</i>	West side, commencing 160 metres north of its intersection with Kemp Street (Grid Coordinates $x = 401593m$ , $y = 798563m$ ) and extending in a northerly direction following the western kerbline for 12 metres.
<b>Evans Bay Parade</b>	<i>Bus Stop – At All Times</i>	East side, commencing 158 metres north of its intersection with Kemp Street (Grid Coordinates $x = 401604m$ , $y = 798566m$ ) and extending in a northerly direction following the eastern kerbline for 12 metres.
<b>Rongotai Road</b>	<i>Taxi Stand</i>	South side, commencing 28 metres east of its intersection with Bay Road (Grid Coordinates $x = 401589m$ , $y = 798121m$ ) and extending in an easterly direction following the southern kerbline for 11 metres.

*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	South side, commencing 5 metres west of its intersection with Rongotai Road (Grid Coordinates $x = 401662m$ , $y = 798130m$ ) and extending in a westerly direction following the southern kerbline for 10 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	West side, commencing 67 metres north of its intersection with Rongotai Road (Grid Coordinates $x = 401631m$ , $y = 798182m$ ) and extending in a northerly direction following the western kerbline for 18 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	South side, commencing 100 metres north of its intersection with Rongotai Road (Grid Coordinates $x = 401605m$ , $y = 798201m$ ) and extending in a westerly direction

following the southern kerbline for 9 metres.

<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	North side, commencing 48 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401663m, y = 798164m) and extending in a westerly direction following the northern kerbline for 149 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	North side, commencing 115 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401616m, y = 798219m) and extending in a westerly direction following the northern kerbline for 11 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	East side, commencing 170 metres south of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798234m) and extending in a northerly direction following the eastern kerbline for 57 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	East side, commencing 93 metres south of its intersection with Kemp Street (Grid Coordinates x = 401595m, y = 798311m) and extending in a northerly direction following the eastern kerbline for 19 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	East side, commencing 50 metres south of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798234m) and extending in a northerly direction following the eastern kerbline for 41 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	East side, commencing at its intersection with Kemp Street (Grid Coordinates x = 401600m, y = 798413m) and extending in a northerly direction following the eastern kerbline for 55 metres.
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	East side, commencing 91 metres north of its intersection with Kemp Street (Grid Coordinates x = 401601m, y = 798506m) and extending in a northerly direction following the eastern kerbline for 6 metres.

<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 126 metres south of its intersection with Kemp Street (Grid Coordinates x = 401585m, y = 798279m) and extending in a northerly direction following the western kerbline for 12 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 62 metres south of its intersection with Kemp Street (Grid Coordinates x = 401516m, y = 798338m) and extending in a northerly direction following the western kerbline for 10 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 24 metres north of its intersection with Kemp Street (Grid Coordinates x = 401590m, y = 798429m) and extending in a northerly direction following the western kerbline for 3 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 37 metres north of its intersection with Kemp Street (Grid Coordinates x = 401590m, y = 7984447m) and extending in a northerly direction following the western kerbline for 17 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 157 metres north of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798560m) and extending in a northerly direction following the western kerbline for 5 metres.</i>
<b>Evans Bay Parade</b>	<i>No Stopping – At All Times</i>	<i>West side, commencing 173 metres north of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798576m) and extending in a northerly direction following the western kerbline for 5 metres.</i>
<b>Bay Road</b>	<i>No Stopping – At All Times</i>	<i>East side, commencing 16 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401572m, y = 798155m) and extending in a northerly direction following the western kerbline for 25 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 32 metres east of its intersection with Childers Terrace (Grid Coordinates x = 4014572m, y = 798151m) and</i>



<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>extending in an easterly direction following the southern kerbline for 20 metres.</i> <i>North side, commencing 75 metres east of its intersection with Crawford Road (Grid Coordinates x = 401517m, y = 798153m) and extending in an easterly direction following the southern kerbline for 5 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing at its intersection with Onepu Road (Grid Coordinates: x = 401649m, y = 798105m) extending in a westerly direction following the southern kerbline for 6 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 14.5 metres west of its intersection with Onepu Road (Grid Coordinates: x = 401643m, y = 798106m) extending in a westerly direction following the southern kerbline for 9 metres.</i>
<b>Rongotai Road</b>	<i>No Stopping – At All Times</i>	<i>South side, commencing 29 metres west of its intersection with Onepu Road (Grid Coordinates: x = 401623m, y = 798111m) extending in a westerly direction following the southern kerbline for 5 metres.</i>

*Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule*

<b>Evans Bay Parade</b>	<i>Cycle Path</i>	<i>South side, commencing at its intersection with Rongotai Road (Grid Coordinates x = 401660m, y = 798129m) and extending in a westerly direction following the southern kerbline for 62 metres until its intersection with Bay Road.</i>
<b>Evans Bay Parade</b>	<i>Cycle Path</i>	<i>East side, commencing 166 metres south of its intersection with Kemp Street (Grid Coordinates x = 401596m, y = 798232m) and extending in a northerly direction following the eastern kerbline for 166 metres.</i>
<b>Evans Bay Parade</b>	<i>Cycle Path</i>	<i>East side, commencing at its intersection with Kemp Street (Grid Coordinates x = 401602m, y = 798410m) and extending in a northerly direction following the eastern kerbline for 319 metres.</i>
<b>Evans Bay Parade</b>	<i>Cycle Lane</i>	<i>North side, commencing 40 metres west of its intersection with</i>

*Rongotai Road (Grid Coordinates x = 401664m, y = 798164m) and extending in an easterly direction following the northern kerbline for 56 metres.*

## Background

10. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
11. The proposed Kilbirnie network of bike paths will provide active transport improvements to make it safer and more convenient for people on bikes and those on foot to get around.
12. The cycle network through Kilbirnie provides critical connections from Miramar to Newtown and to Evans Bay Parade. The network will provide connections to the existing Leonie Gill shared pathway and incorporate this into the overall cycling network.
13. The consultation for the Kilbirnie cycle connections has followed a comprehensive community process to come to the final options. The diagram below summarises the steps that were followed.



14. Following open days and community feedback about routes in 2016, we've worked closely with three eastern suburbs community working groups.
15. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about these eastern connector roads. Locals identified safety concerns, talked

about things they valued, made suggestions, and some registered interest in being part of a community working group.

16. Key organisations, including business groups and residents associations, were invited to participate, along with a mix of people who had said they were interested. In addition, representatives from Cycle Aware Wellington and pedestrian advocacy group, Living Streets Aotearoa, participated in the groups.
17. Three community working groups were set up in the east to look at different parts of the network:
  - Evans Bay Parade – Carlton Gore Road to Cobham Drive
  - Kilbirnie – including a connection to Newtown
  - Miramar – including a connection to Seatoun via Broadway.
18. Participants in the groups had a wide range of different views, hopes and concerns, and a willingness to consider all perspectives and work together to find solutions.
19. The working groups spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, thinking about all the possibilities, and whittling down the alternatives. They talked about parking, resident and business needs, pedestrian amenity, trees, heritage features, lane widths, safer speeds, driveways, existing safety issues, pedestrian crossings, intersections and bus stops.
20. Decisions on which options to progress were influenced by what people told us, the funding available, more detailed information about likely costs for the different projects, and a desire to start with busy sections that will make the biggest contribution to the planned network.
21. In September 2017, Wellingtonians had the opportunity to comment on short-listed options for more than 11 streets in Kilbirnie and the connection to Newtown.
22. More than 400 people attended open days at ASB Sports Centre, and 582 people made online or written submissions. The Council analysed the feedback to help determine which design for the various streets to progress, and then sought final feedback on revised proposals in late 2017. This included more open days at the ASB Sports Centre.

## **Discussion**

23. Public consultation was undertaken on the final option of the two-way bike path on the St Patrick's College side of Evans Bay Parade, a bike path related to the bus hub on the KFC side and other cycling improvements, with the traffic resolutions advertised for four weeks which closed at 5pm, Monday 19<sup>th</sup> March 2018.
24. The consultation asked the submitters if they supported the schemes. A full analysis of the feedback is in Attachment 1: Evans Bay Parade (Kilbirnie) Consultation Results.
25. Some submitters felt that the two-way bike path was too narrow. Within the Austroad design guide, the 2.5m bike path is suitable for the expected number of users.
26. There were some requests to install the bike path in the park. In the early stages of the design, the park was considered but due to the high usage of the park, the less than desirable size of the field for existing sports, the New Zealand Transport Agency having already taken ownership of a section of the field on the northern end for future road construction and the poor connections at each end, this option was not pursued.

27. There were other requests to create bike paths on each side of the road. Providing a two-way bike path on one side of the road uses less space than separate facilities on each side of the road. A two-way path can be constructed with one buffer at a total width of 3.5m. Two narrow protected cycles lanes with two separate buffers are a minimum width of 5m. The road reserve width is restricted by the pohutukawa trees along the edge of the park.
28. Outside the college there is an existing shared pathway and this proposal will allow a much wider space for people walking and cycling, and those accessing the school and boarding the buses.
29. The changes associated with the bus hub are well supported with 60% of submitters in support.
30. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 2 – Evans Bay Parade (Kilbirnie) plans.

### Next Actions

31. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:
  - Undertake a detailed tree impact assessment of the existing pohutukawa trees
  - Undertaking a concept-stage safety audit
  - Undertaking detailed design and preparing construction drawings
  - Completing the detailed business case and applying for construction funding from the NZ Transport Agency
  - Carrying out a design-stage safety audit
  - Developing and implementing a communications plan
  - Engaging a contractor from our panel of contractors to undertake the work

### Attachments

- Attachment 1. Evans Bay Parade Cycleway (Kilbirnie) Consultation Results [↓](#) Page 88  
Attachment 2. Evans Bay Parade (Kilbirnie) plans [↓](#) Page 111

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Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

### **Treaty of Waitangi considerations**

There were no specific considerations as part of this paper.

### **Financial implications**

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy.

### **Policy and legislative implications**

This is consistent with the Cycling Policy.

### **Risks / legal**

Risks are being managed through the cycleways programme steering group as necessary.

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

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

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Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

### **Communications Plan**

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

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

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



# Evans Bay Parade Consultation

(between Cobham Drive and Rongotai Road)  
Feedback Results - 100 submissions

Wellington City Council

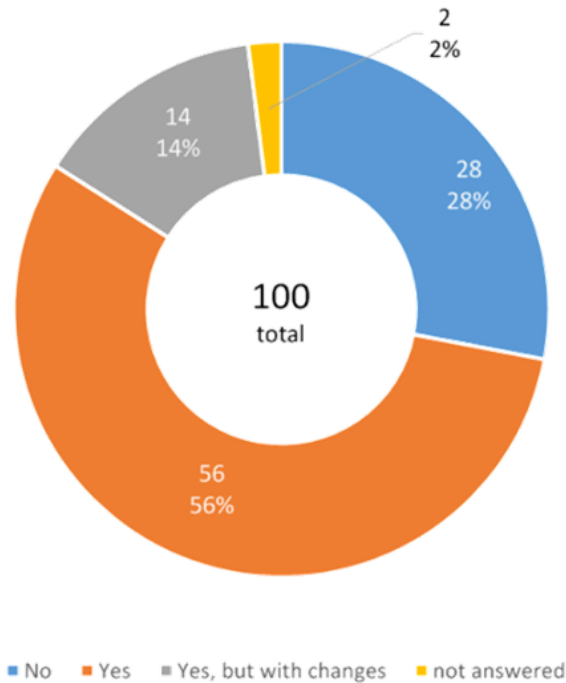
23 March 2018

## Evans Bay Parade consultation summary

(Cobham Drive to Rongotai Road)

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?	98	56%	14%	28%	2%
Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?	93	50%	15%	28%	7%
Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?	95	60%	11%	24%	5%

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?

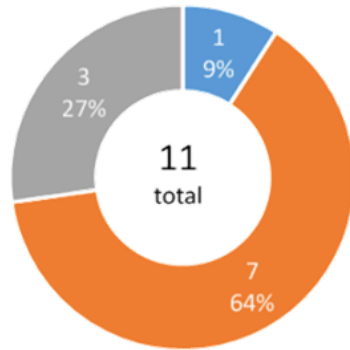


A majority of submissions support the proposal for this section. 84% answered 'Yes' or 'Yes, but with changes'.



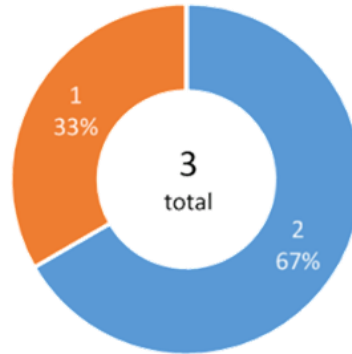
## Cobham Drive to Kilbirnie Crescent support by relationship to street

I live in Wellington

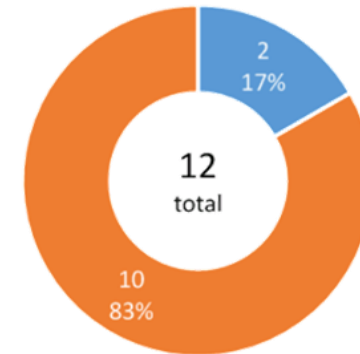


■ No ■ Yes ■ Yes, but with changes

I live on this street

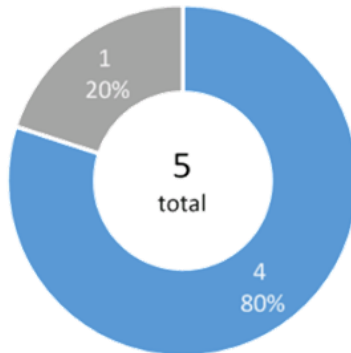


I live near this street

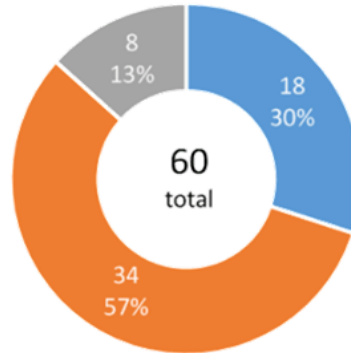


Submitters who regularly travel along the street represent the highest portion responses. People who work or live on the street were the least supportive of the proposal.

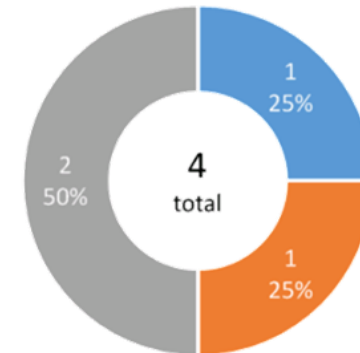
My work/business is on this street



I regularly travel along this street

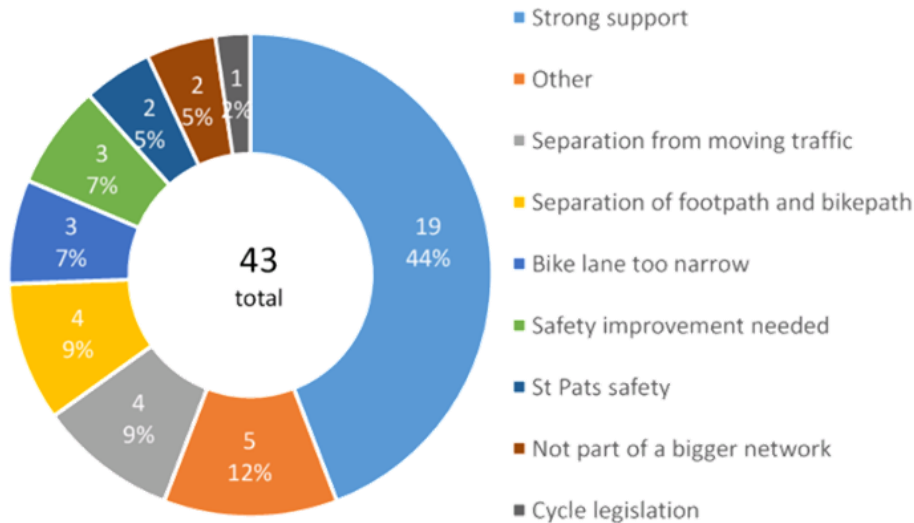


Other



# Cobham Drive to Kilbirnie Crescent comments by support

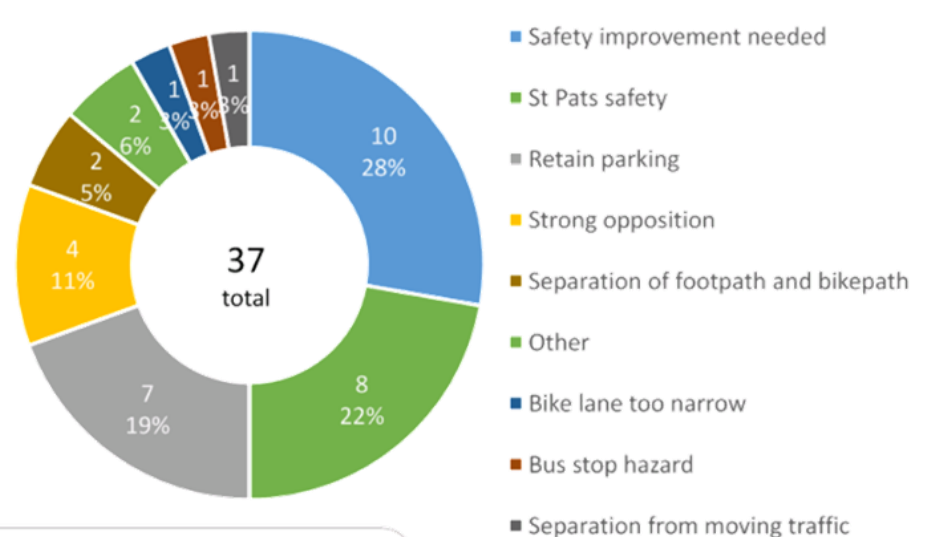
Yes comments



44% of those who support the proposal show strong support in their comments.

"Proposals overall look good and should make things safer and more comfortable by bike, and just as good by car."

No comments

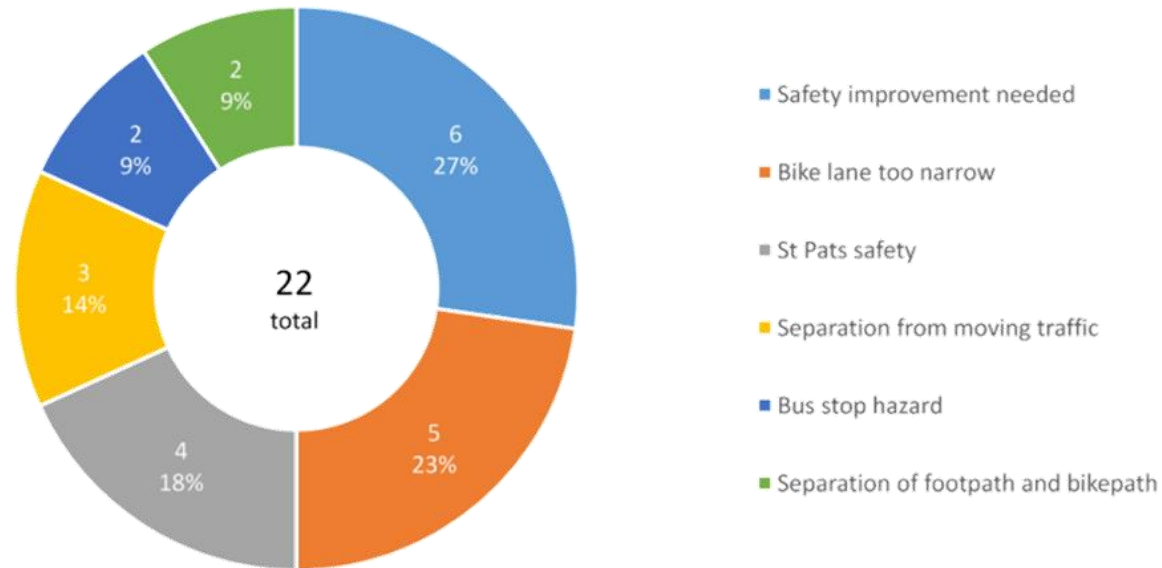


50% of those who did not support the proposal noted safety or the impacts on St Pats college

"The current plan will be dangerous for the 800+ St Pats students what will have to cross the cycleway as well as the cyclists using the cycleway."

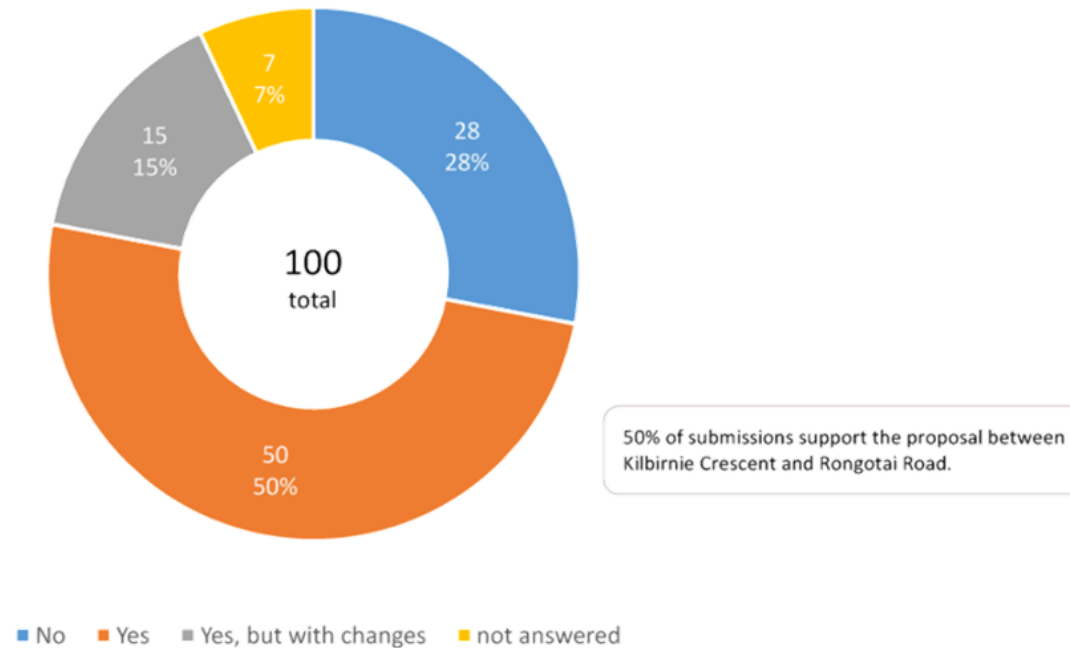
## Cobham Drive and Kilbirnie Crescent comments by support cont...

Yes, but with changes comments



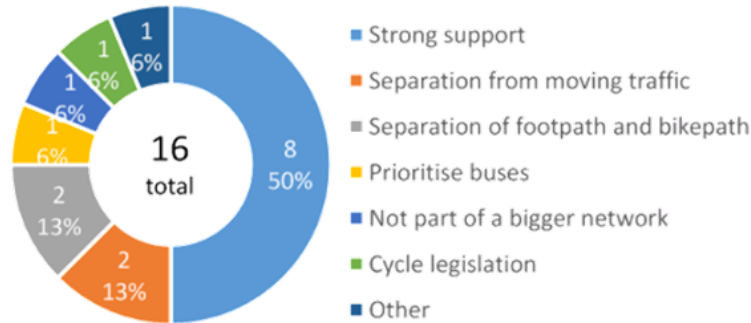
Top comments for those who support the proposal with changes were related to safety, St Pats and the width of the proposed bike path.

Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?

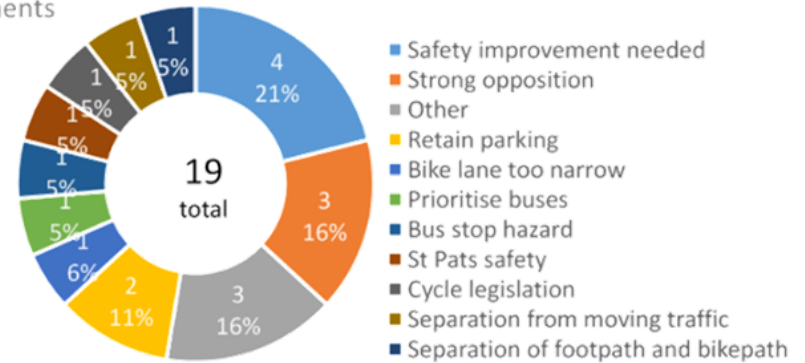


# Kilbirnie Crescent to Rongotai Road comments by support...

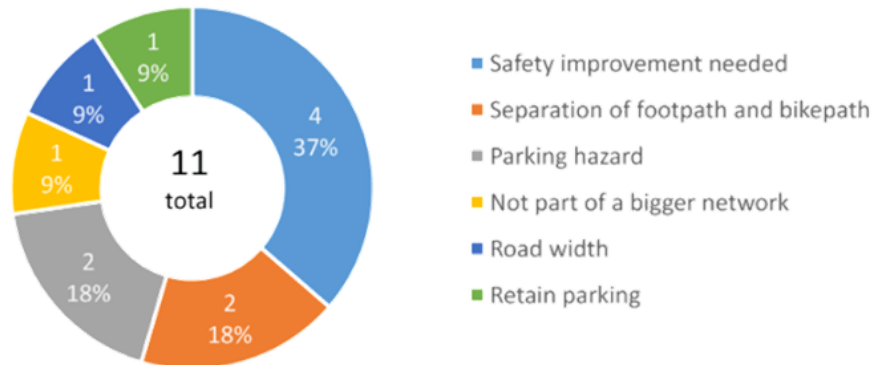
Yes comments



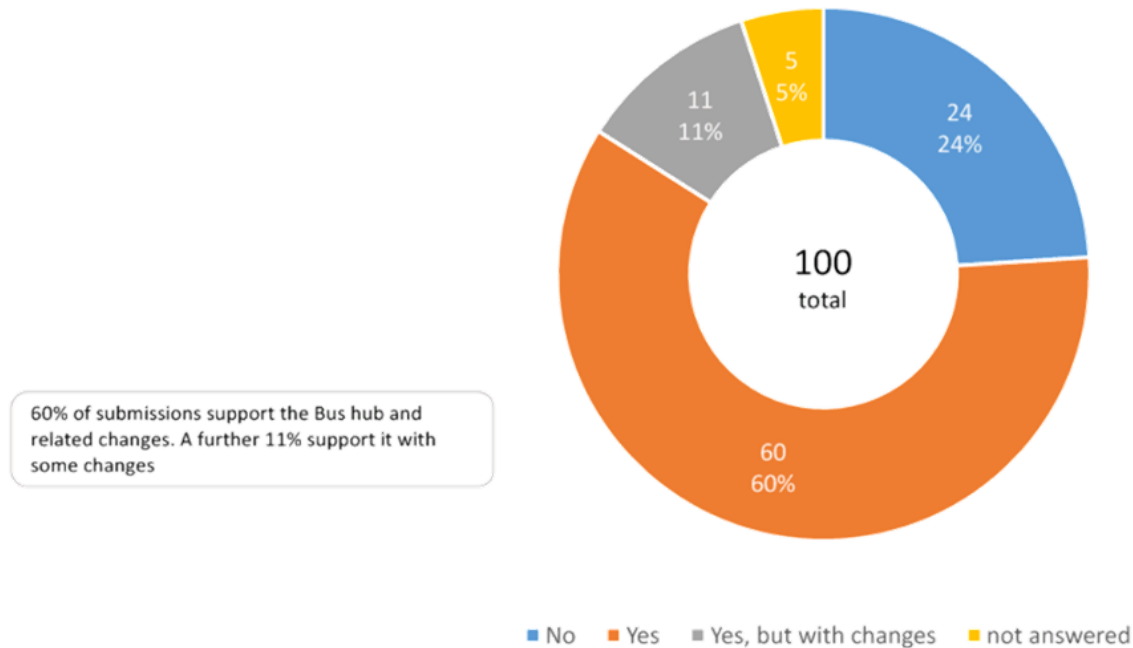
No comments



Yes, but with changes comments

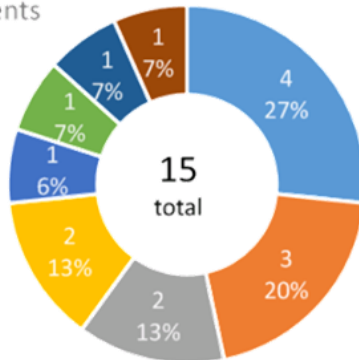


Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

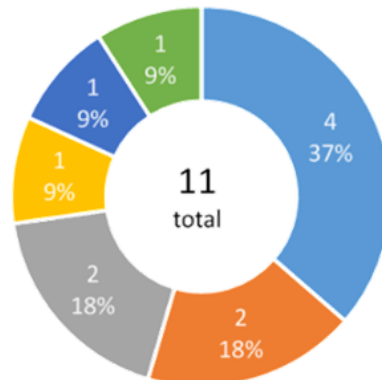


## Bus hub comments by support.

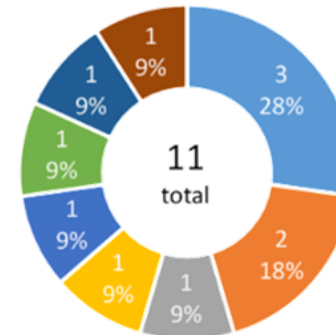
Yes comments



Yes, but with changes comments



No comments

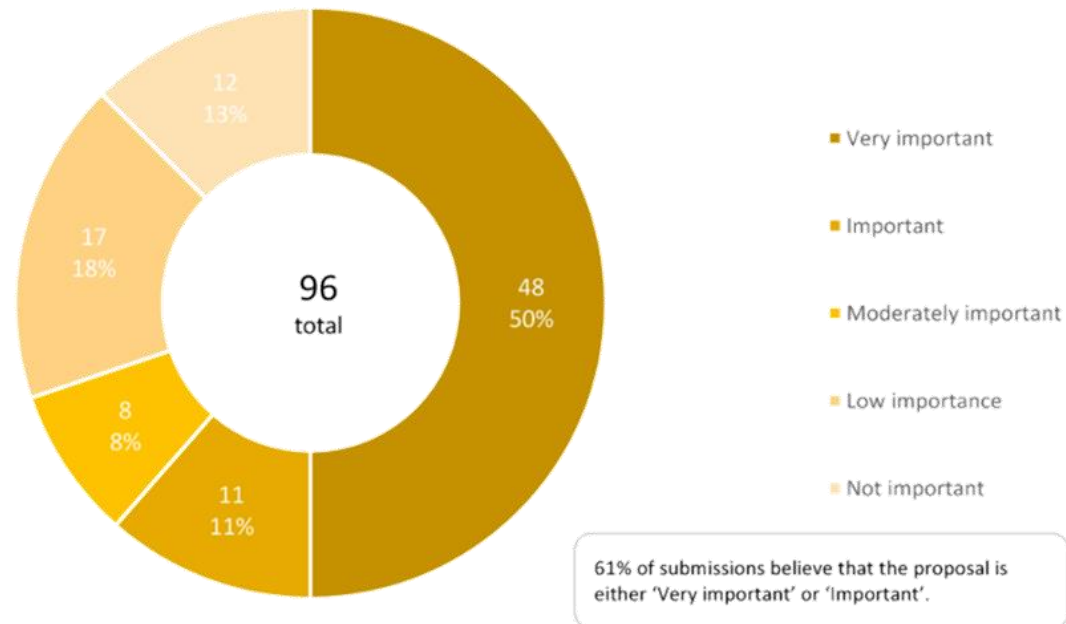


- Other
- Safety improvement needed
- Don't care
- Strong support
- Prioritise buses
- Bus stop hazard
- Not part of a bigger network
- Separation of footpath and bikepath

- Safety improvement needed
- Other
- Prioritise buses
- Bus stop hazard
- Don't care
- Strong opposition
- Parking hazard
- Retain parking

- Safety improvement needed
- Separation of footpath and bikepath
- Parking hazard
- Not part of a bigger network
- Road width
- Retain parking

How important is it to connect this proposed bike path with the safer city-wide cycling network?

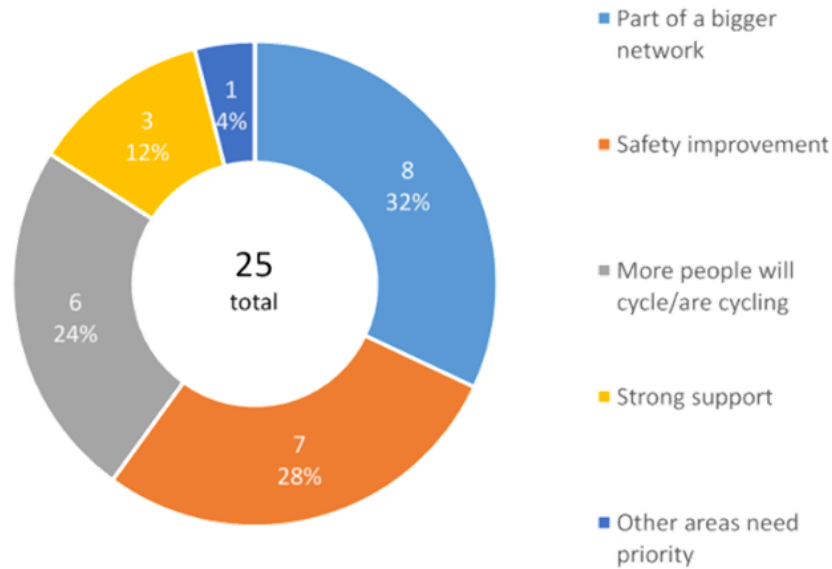




# Importance comments by high and low importance

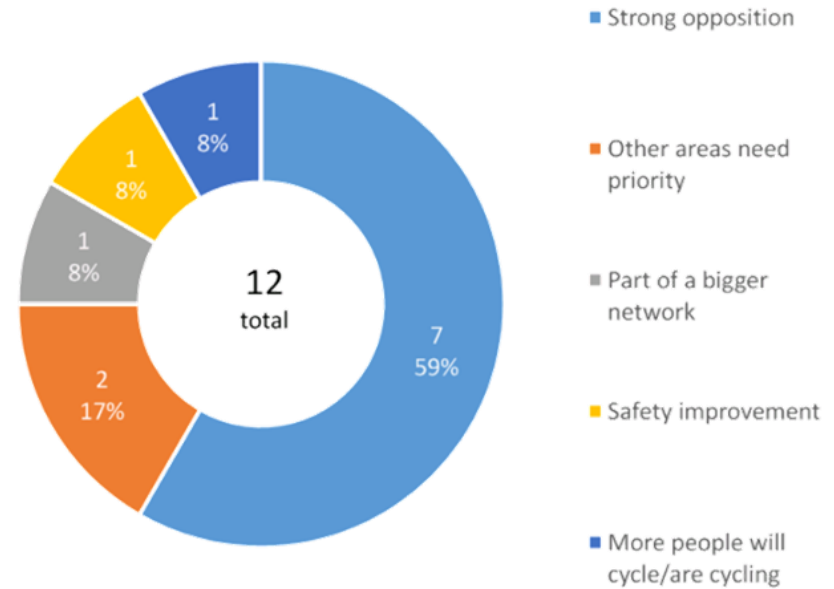
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



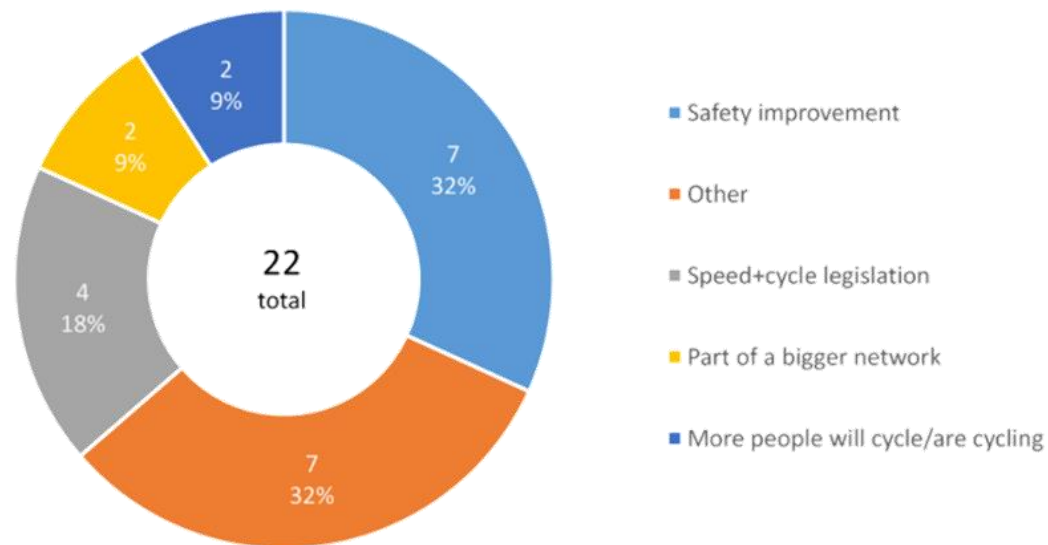
Submitters that believe the proposal is 'High importance' mainly commented about the connections to the bigger network, the safety improvements and the increased uptake in cycling.

Low importance

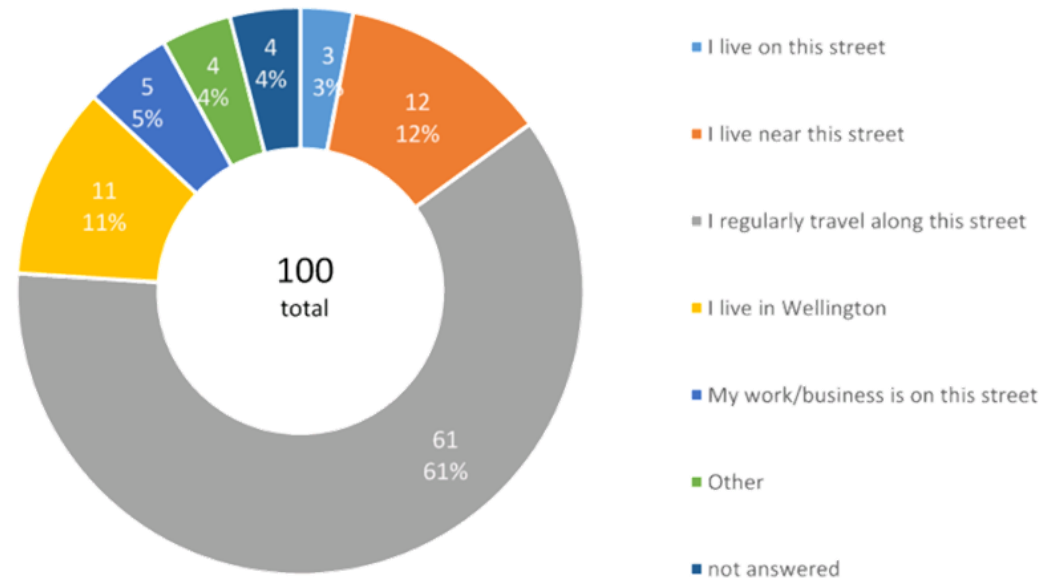


Submitters that believe the proposal is 'Low importance' mainly commented with strong general opposition.  
"I am totally against this insane proposal."

# 'Any other' comments by support

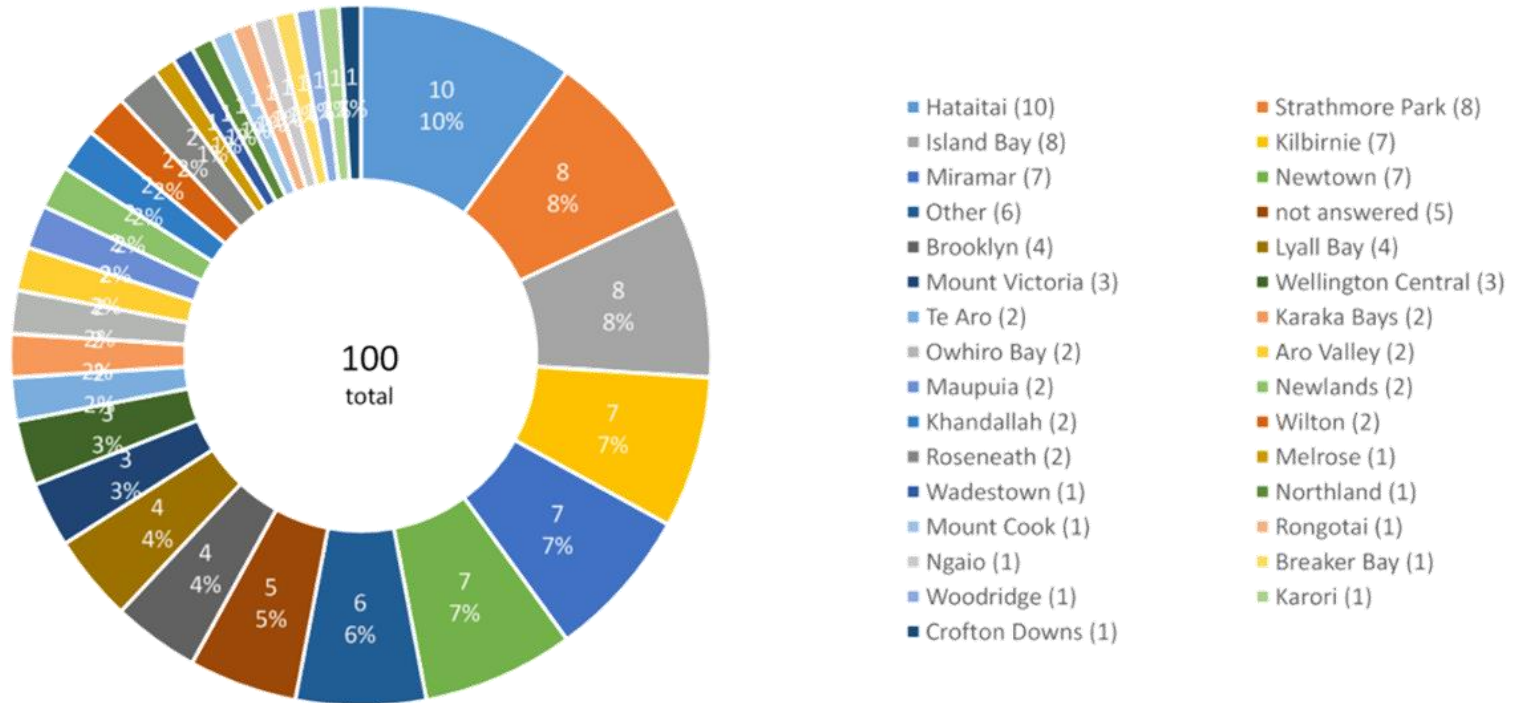


## What is your primary relationship to this street?



72% of submissions came from people who regularly travel along the street or live in Wellington. 7% of submissions came from people who work or live on the street.

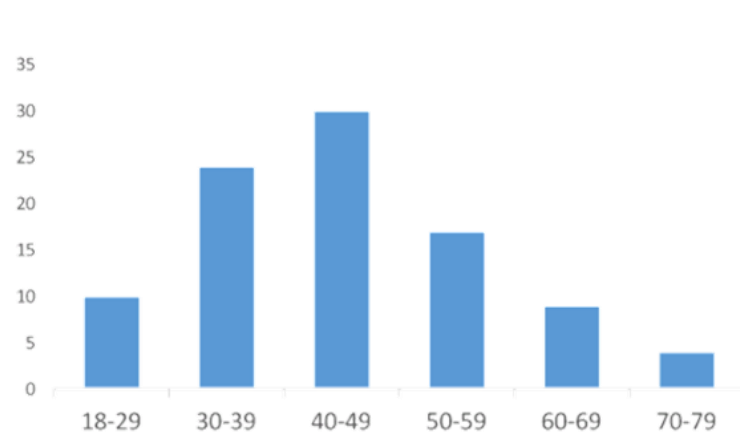
## Respondents by suburb



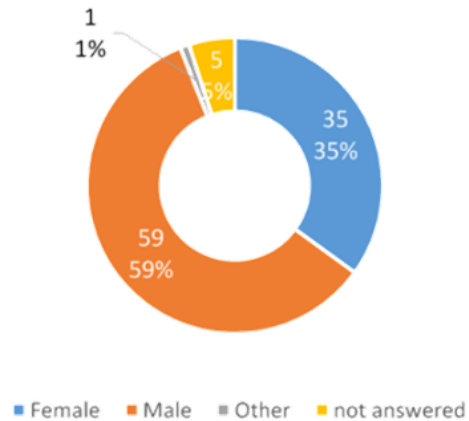
43% of submission came from nearby suburbs - Hataitai, Strathmore, Kilbirnie, Miramar, Newtown and Lyall Bay.

## Demographics of respondents

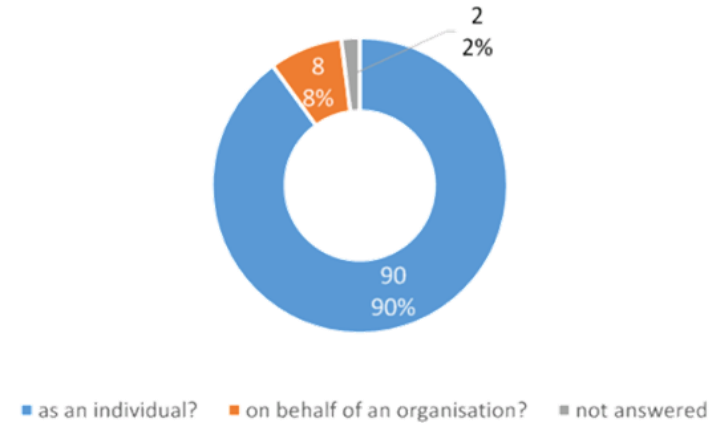
Age of respondents



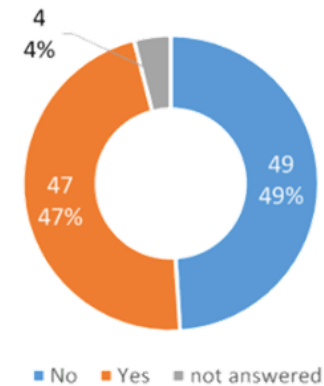
Gender of respondents



Individual vs organisational respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



# Appendix: Theme Descriptions

## Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Bus stop hazard - The bus stop is dangerous here
- Strong support - Strong support for proposal
- St Pats safety - There needs to be consideration of how St Patrick traffic will affect the proposal's safety
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Cycle legislation - Legislation of how cyclists use the road and cycleway needs to be considered
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere

## Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Prioritise buses - Buses need to be given a higher priority
- Bus stop hazard - The bus stop is dangerous here
- Strong support - Strong support for proposal
- St Pats safety - There needs to be consideration of how St Patrick traffic will affect the proposal's safety
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Cycle legislation - Legislation of how cyclists use the road and cycleway needs to be considered
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere



## Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Bus stop hazard - The bus stop is dangerous here
- Prioritise buses - Buses need to be given a higher priority
- Don't care - Specific remark that this is not a concern
- Strong support- Strong support for proposal
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Parking hazard - The parking here is a safety hazard
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere

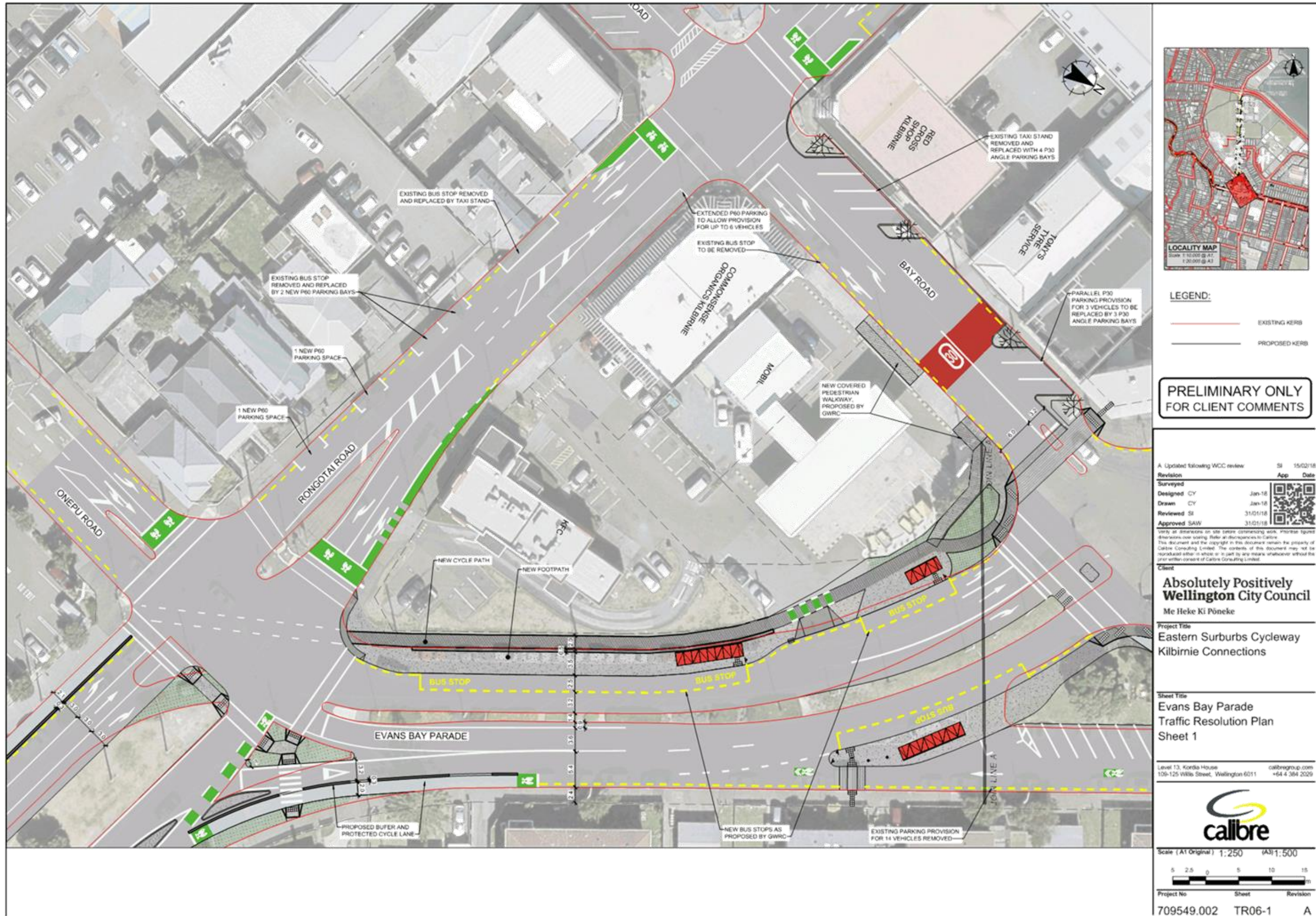
## How important is it to connect this proposed bike path with the safer city-wide cycling network?

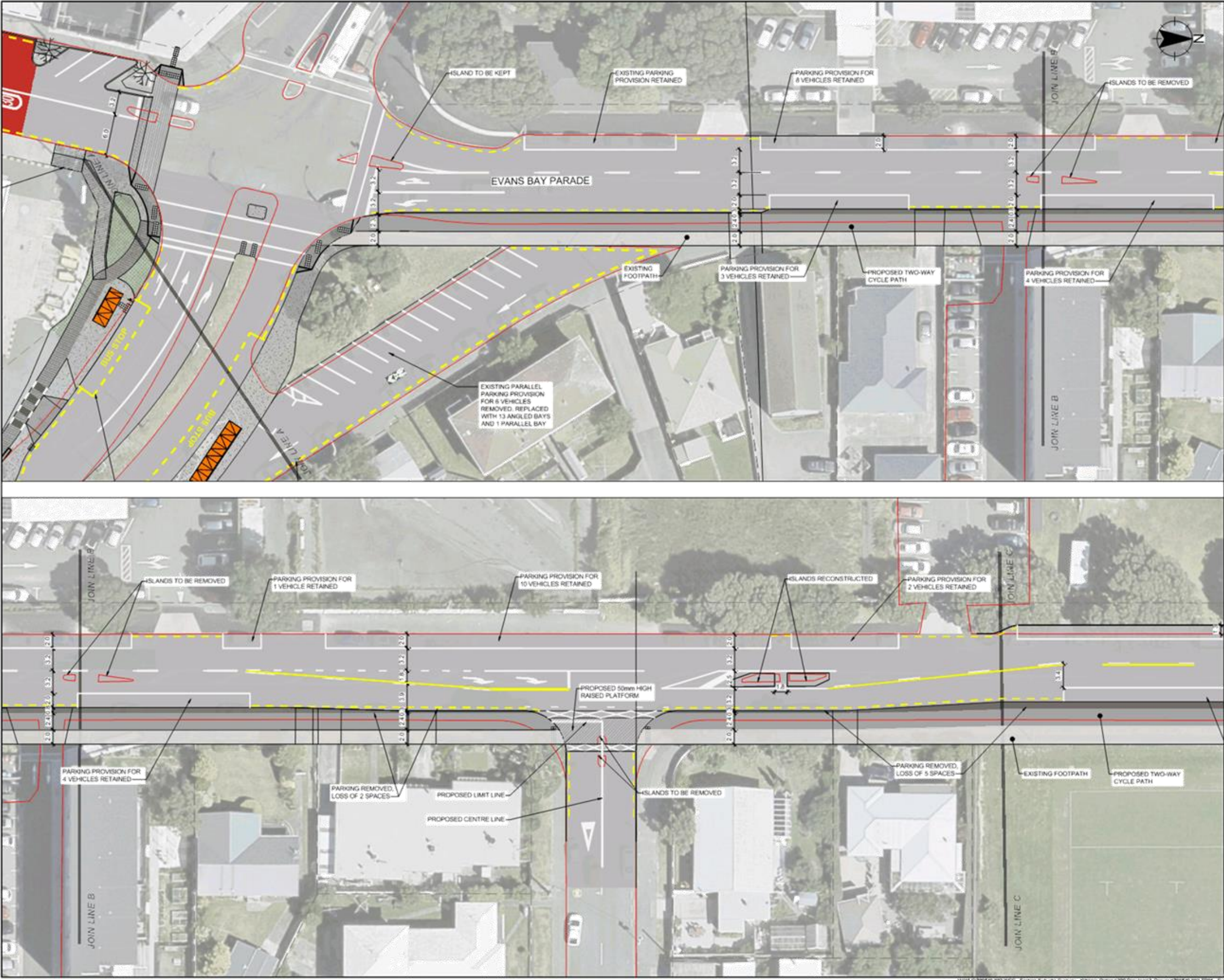
- Other areas need priority - Other areas within the cycle network need attention before this area of Evans bay
- Part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - Strong support for proposal
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere

## Other comments

- Other areas need priority - Other areas within the nearby cycle network need attention before this area of Evans bay
- Part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- Speed+cycle legislation - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - Strong support for the proposal
- Strong opposition - Strong criticism of the proposal
- Other - Concern or factor not mentioned elsewhere







**LEGEND:**  
 — EXISTING KERB  
 — PROPOSED KERB

**PRELIMINARY ONLY  
 FOR CLIENT COMMENTS**

A Updated following WCC review		SI	15/02/18
Revision		App	Date
Designed	CY	Jan-18	
Drawn	CY	Jan-18	
Reviewed	SI	31/01/18	
Approved	SAW	31/01/18	

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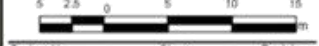
**Project Title**  
 Eastern Suburbs Cycleway  
 Kilbirnie Connections

**Sheet Title**  
 Evans Bay Parade  
 Traffic Resolution Plan  
 Sheet 2

Level 13, Kordia House  
 120-125 Wills Street, Wellington 6011  
 calbrereg.com  
 +64 4 384 2029

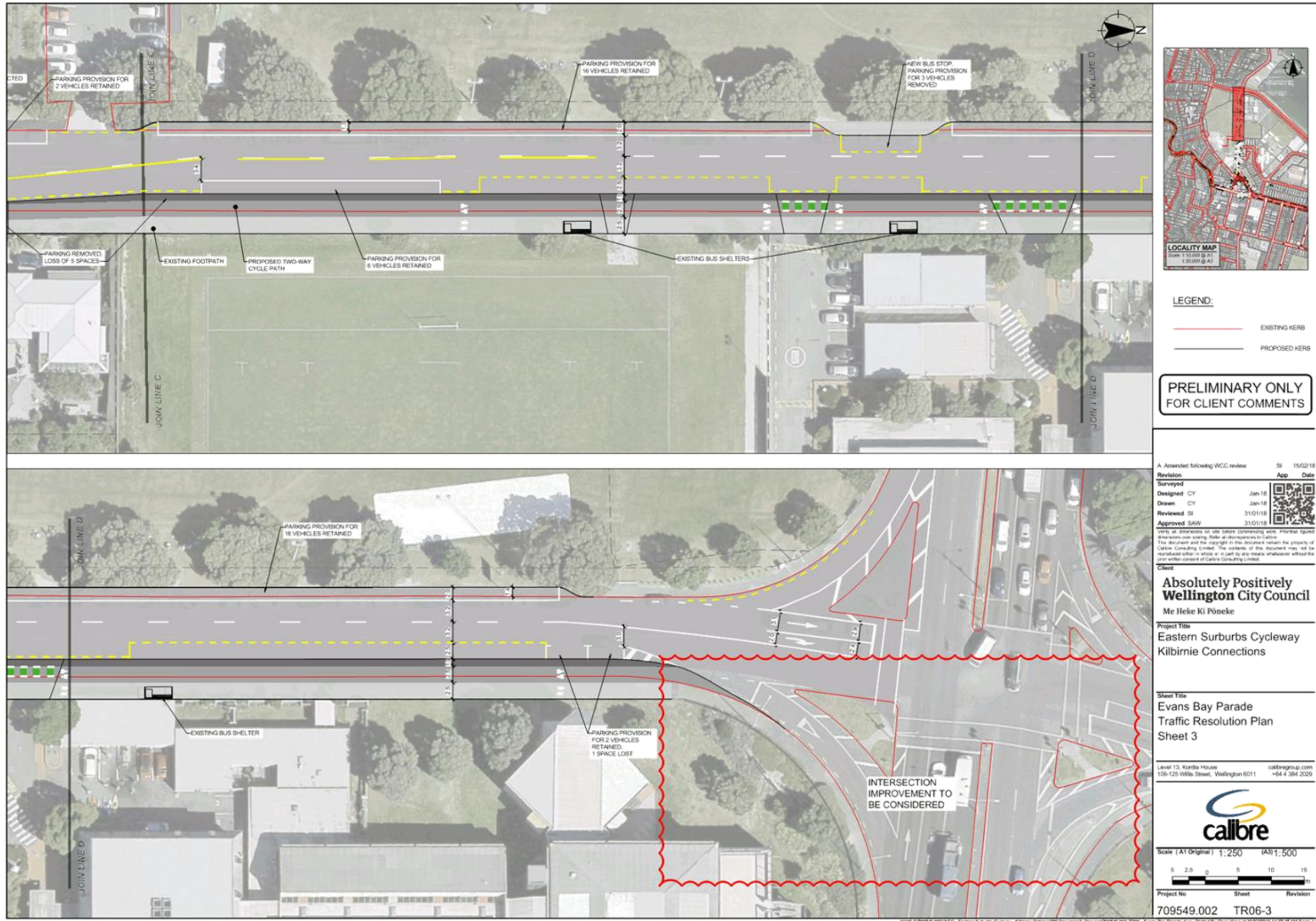


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Project No: 709549.002  
 Sheet: TR06-2  
 Revision: A

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**LEGEND:**  
 ——— EXISTING KERB  
 ——— PROPOSED KERB

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A Amended following WCC review		SI	15/02/18
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Project Title  
Eastern Suburbs Cycleway  
Kilbirnie Connections

Sheet Title  
Evans Bay Parade  
Traffic Resolution Plan  
Sheet 3

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126-128 Willis Street, Wellington 6011  
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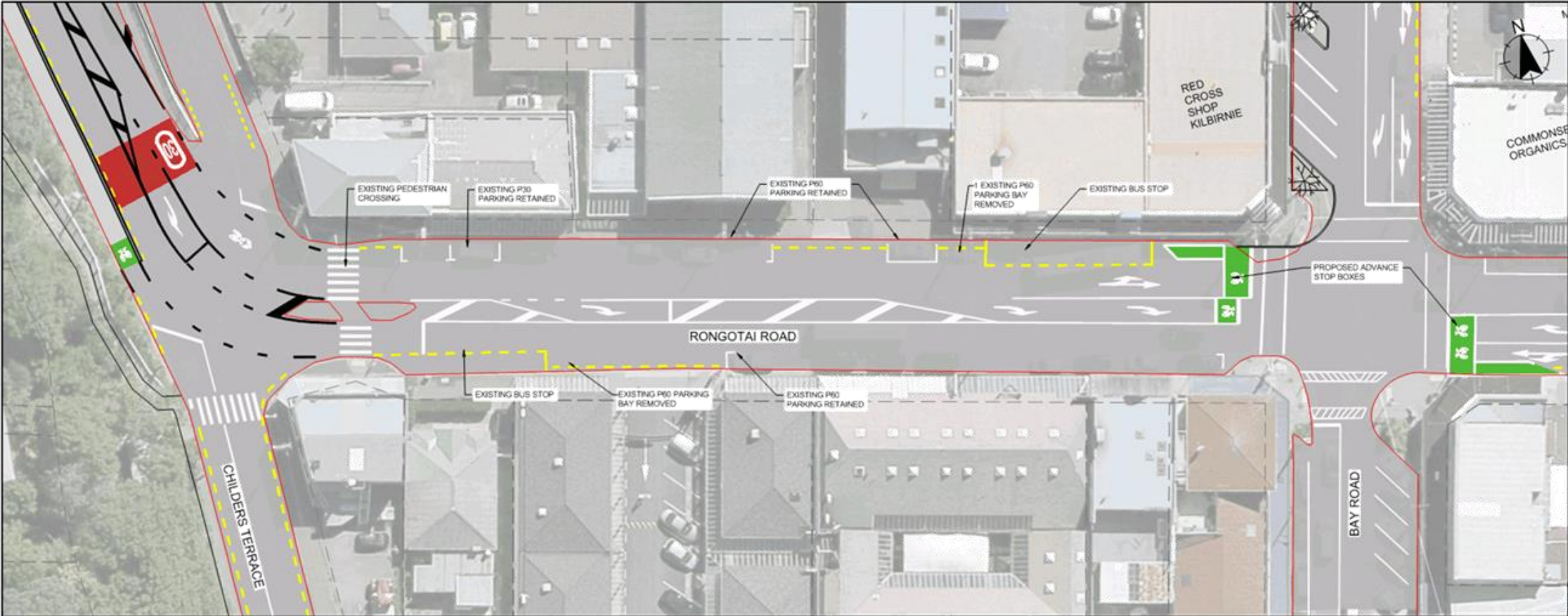


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Project No. 709549.002  
Sheet TR06-3  
Revision

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**LEGEND:**  
 ——— EXISTING KERB  
 - - - - - PROPOSED KERB

**PRELIMINARY ONLY**  
**FOR CLIENT COMMENTS**

Revision	App	Date
Surveyed		
Designed	CY	Feb-18
Drawn	CY	Feb-18
Reviewed	SI	15/02/18
Approved	SAW	15/02/18

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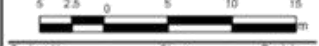
**Project Title**  
 Eastern Suburbs Cycleway  
 Kilbirnie Connections

**Sheet Title**  
 Evans Bay Parade  
 Traffic Resolution Plan  
 Sheet 4

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 Sheet: TR06-4  
 Revision:

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