

THORNDON QUAY CYCLEWAY

Purpose

1. This report outlines the recommended interim amendments to the Wellington City Council traffic restrictions in Thorndon Quay from Davis Street to Mulgrave Street. These interim recommendations go some way to supporting the achievement of Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability, until such time as a longer term proposal is determined in conjunction with outcomes as a result of Let's Get Wellington Moving and Aotea Quay discussions.

Summary

2. An interim solution for this section of Thorndon Quay has been proposed. Although the solution is poor and fails to get close to meeting any recognised guidelines, it does offer a worthwhile improvement for people who currently travel through this part of Thorndon Quay by bike.
3. Long-term solutions for the corridor may see provision for bikes being on an alternative route.
4. In addition to installing on-road cycle lanes it is proposed to convert the existing 10 hour commuter parking to two-hour retailer parking.
5. Feedback was sought from submitters on whether they supported the overall schemes. 316 submissions were received.
6. 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 roadside bike lanes and the associated changes on Thorndon Quay?	313	33%	42%	24%	1%

7. 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 interim cycling facilities and associated changes on Thorndon Quay.
3. Acknowledge that officers are continuing to work on appropriate multi-modal solutions for the corridor in conjunction with Let's Get Wellington Moving and ongoing discussions around Aotea Quay.

4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Legal Description:

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop</i>	<i>East side, following the kerbline 1285.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 23 metres.</i>
Thorndon Quay	<i>Bus Stop</i>	<i>East side, following the kerbline 1314.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 23 metres.</i>
Thorndon Quay	<i>Motorcycle Parking</i>	<i>East side, following the kerbline 1199 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 4.5 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Clearway</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 64 metres.</i>
Thorndon Quay	<i>Clearway</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 82 metres.</i>

Delete from Schedule F (Parking Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres. (4 angle parking spaces)</i>

Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 834.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 158 metres. (52 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 32.5 metres. (11 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 20.5 metres. (7 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 77.5 metres.(13 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 64 metres. (11 parallel parking spaces)</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, following the kerbline 1299 metres south of its intersection with Hutt Road (Grid coordinates x= 1749119.9 m, y= 5428875.7 m), and extending in a southerly direction for 15 metres.</i>
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, following the kerbline 1321 metres south of its intersection with Hutt Road (Grid coordinates x= 1749109.5 m, y= 5428857.5 m), and extending in a south-westerly direction for 15 metres.</i>

Thorndon Quay	Motorcycle Parking	East side, following the kerbline 1193 metres south of its intersection with Hutt Road (Grid coordinates x= 1749163.2 m, y= 5428984.4 m), and extending in a south-westerly direction for 6 metres.
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Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	Cycle Lane	East side, following the kerbline 770 metres south of its intersection with Hutt Road (Grid coordinates x= 1749376.8 m, y= 5429273.4 m), and extending in a southerly direction for 558 metres.
Thorndon Quay	Cycle Lane	West side, following the kerbline 1285 metres south of its intersection with Hutt Road (Grid coordinates x= 1749113.5 m, y= 5428896.2 m), and extending in a northerly direction for 471 metres.

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

Column One	Column Two	Column Three
Thorndon Quay	No Stopping, at all times	East side, following the kerbline 1187.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749162.2 m, y= 5428978.2 m), and extending in a south-westerly direction for 111 metres.
Thorndon Quay	No Stopping, at all times	East side, following the kerbline 1314 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749114.2 m, y= 5428861.4 m), and extending in a south-westerly direction for 6 metres.
Thorndon Quay	No Stopping, at all times	East side, following the kerbline 1336 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749103.2 m, y= 5428843.6 m), and extending in a south-westerly direction for 3 metres.
Thorndon Quay	Clearway	East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 66 metres.

Add to Schedule F (Parking Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 837 metres south of its intersection with Hutt Road (Grid coordinates x= 1749393.5 m, y= 5429213.9 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 152.5 metres. (25 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1007 metres south of its intersection with Hutt Road (Grid coordinates x= 1749296.3 m, y= 5429085.9 m), and extending in a south-westerly direction for 30.5 metres. (5 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 18.3 metres. (3 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 71.4 metres. (10 parallel parking spaces)</i>

Background

8. A route along Thorndon Quay with dedicated facilities for people on bikes was first suggested in the 1994 Transport Strategy. This was again reconfirmed through the adoption of the 2008 Cycling Policy.
9. Over this time there have been at least two attempts to make significant improvements for those on bikes and to address the alarming crash rate.
10. Following the adoption of the 2008 Cycling Policy a minor improvement was made for the southbound route with the creation of a morning peak (7-9am, Mon-Fri) clearway for angle-parked cars. Cars parked in parallel spaces between Tinakori Road and Davis Street were exempted from the clearway.
11. The clearway resulted in a marked decrease in morning-peak crashes involving people on bikes but did nothing to address the evening-peak northbound flows and did very little to encourage uptake of cycling as viable transport option in this area.

12. In 2015 the then Government announced an injection of funding into urban cycling, to stimulate local government into delivery on its strategic cycling routes.
13. In Wellington City, funding was allocated in part to the northern corridor to create a route on the corridor between Melling in the Hutt Valley and the Wellington central area.
14. The text below is taken from the Governments documents at the launch of the Urban Cycleways Programme:

MELLING TO CBD (WELLINGTON TO HUTT VALLEY)

This 12km high quality cycleway will connect Melling in Lower Hutt to Bunny Street in Wellington central. This is a key corridor between the Hutt Valley and Wellington's CBD.

This cycle route will connect to existing Hutt City and Wellington City walking and cycling networks and will also link Lower Hutt residents to their workplaces and educational facilities both in Hutt City and Wellington central. By improving the connection between Hutt Valley and Wellington City, the cycleway will provide a better level of service compared with the existing facility along the route.

The route is currently well-used, but could attract over 900 people each day once the new cycleway, which is made up of three sections, is completed.

Benefits: This project will provide a high quality cycleway between Melling and Wellington's CBD, significantly improving the level of service for both cyclists and pedestrians. It will offer a safer and more attractive route for journeys between home and work or educational institutions, and will pay particular attention to how cyclists travel through intersections.

These additional facilities are expected to encourage new, less confident people to cycle as well as catering to the high numbers of people who use this route already. Connectivity with the larger cycling network will improve as a result and people will have alternative choices for their travel, which will help to decrease congestion along the route, and improve journey time reliability.

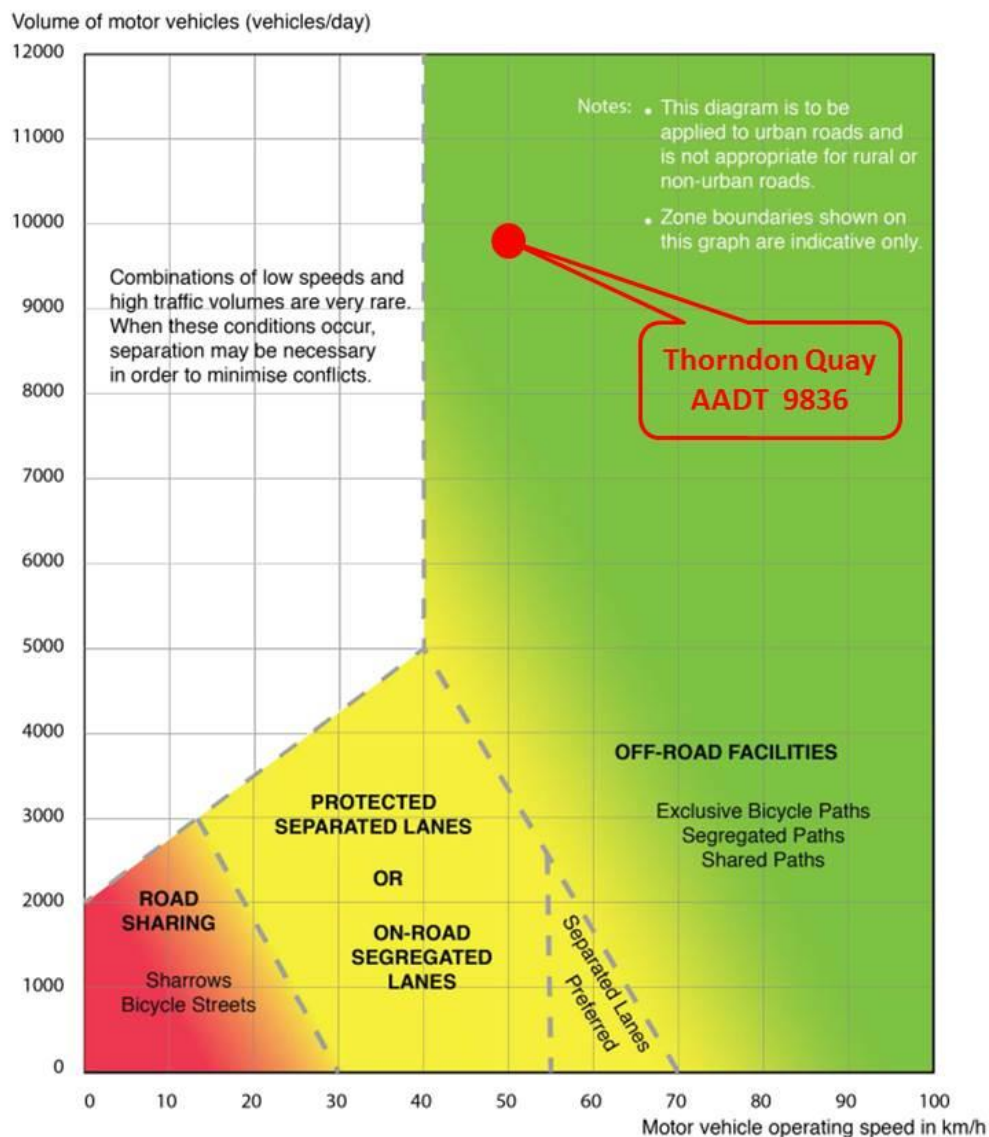
Improvements between Melling and Wellington CBD will also benefit tourism-related cycling and help boost the local economies of Wellington and the Hutt Valley.

15. All expectations were that improvements would be made to facilities on both the Hutt Road and Thorndon Quay.
16. A workshop with Councillors in December 2016 guided officers to look at alternatives in the corridor between Kaiwharawhara and the central city, these alternatives included using Aotea Quay, with additional land obtained from CentrePort and for potential cycle routes through the rail yards. The outcome of the workshop also guided officers to look towards sensible and pragmatic changes that could be made on Thorndon Quay while investigations continued on the alternative routes as well as what outcomes are achieved through Let's Get Wellington Moving and associated bus prioritisations. It was however noted that improvements along both routes are required in the long term.
17. Opportunities have been explored and there do not appear to be any viable opportunities in the short term, however we are still in discussion with CentrePort around integrating our long-term high-quality cycleway provision on the northern side of Aotea Quay with their redevelopment plans at the northern end of the Aotea Wharf.

18. The scope of the Let's Get Wellington Moving project includes the corridor between Kaiwharawhara and the central city for freight and vehicle access to and from the Motorway and for people walking, biking and using public transport.
19. A community working group was established in early 2017 to look specifically at how Thorndon Quay could be developed to better manage existing bike trips and to encourage more trips to be taken by bike. The scope of the working group was also to look at how best to manage bus movements and how all of this could be done to minimise impact on the existing commercial and retail business in the area.
20. It became apparent through the work of the working groups that any proposal for Thorndon Quay would have a perceived impact on existing businesses, and those options that had the least impact in this regard would offer little benefit to those on bikes and buses.
21. Given that there are a number of projects all looking at how to best manage movement in the corridor it is not appropriate that either significant changes or investment are made at this time.

Discussion

22. There was some agreement within the working group on the area south of Davis Street, where there is limited retail parking demand and an abundance of all day parking. Reallocation of road space to make improvements for those people on bikes can be achieved with minimal retailer disruption although all of the on-street commuter parks would be changed from angle to parallel with a two hour time restriction.
23. In order to achieve Council's objectives in relation to developing a network of high quality cycle routes that assist in cycling and playing its part in our transport system, fully protected lanes or separated cycle paths in this busy transport corridor need to be considered in the long-term.
24. The following graph, taken from the Victorian Design guidance for strategically important cycling corridors, shows clearly that with the current volume (approximately 9800 per day) and speed (50km/h) of traffic, separated bike paths are needed. Of particular note this best practice guidance means that only 2000 vehicles per day, indicate that on road separated lanes become appropriate and preferred.



25. While on-road segregated lanes are proposed at this time they are considered to be interim. They still provide a worthwhile improvement from the existing road sharing bike facilities that we have currently and as such an interim, pragmatic scheme has been developed.
26. It is however important to note that this truly is an interim scheme and more significant improvements required in the long-term to meet Council's strategic objectives.
27. Public consultation was undertaken on the Thorndon Quay cycle lanes with the traffic resolutions advertised for four weeks, which closing at 5pm, Monday 19 March 2018.
28. The consultation asked submitters if they supported the scheme. A full analysis of the feedback is in Attachment 1: Thorndon Quay Consultation Results.
29. To monitor traffic, Wellington City Council has commissioned traffic counts between 7am – 9am since 2000 which record all modes of transport. A set of 28 sites combine

to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city. Overall the number of cyclists commuting to the CBD, between 7am – 9am over the surveyed week, has more than doubled since the surveys started. In recent years the survey counted approximately 10,000 cyclists a week entering the CBD. On average the weekly volume of cyclists has increased by 350 each year.

30. The cycling growth is shown in Attachment 2 - CBD Cordon Count - Historic cycling growth 2000-2017.
31. Information on the relevant part of the Thorndon Quay, which forms part of the cordon, is in Attachment 3 CBD Cordon Count - Thorndon Quay and Oriental Parade site summary.
32. The CBD cordon counts show the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle use from 60% to 40%. There was a proportional increase in bus passengers, cyclists and pedestrians from around 40% in 2000 to 60% in 2017.
33. The highest relative growth is in the numbers of people cycling, with volumes three times greater than in 2000.
34. The CBD cordon counts show that Thorndon Quay has the highest number of people travelling on bikes into the CBD.
35. A number of submitters asked why the remaining part of Thorndon Quay was not included in this proposal, this can generally be answered by responding that currently we are only looking at interim solutions until we have a better understanding of the long term transport plans for the corridor.
36. Other submitters have asked why not install protected lanes in the section south of Davis Street. While the road space would allow this our experience in Island Bay would suggest we would have to move the kerbline out to the parking line. This would be expensive and may need to be removed to accommodate other needs in the long term.
37. Submitters also commented on the need to retain the median. Turning requirements are high and vehicles turned right from the traffic lane other vehicles may pass on the left by driving through the cycle lane.
38. A number of submitters are concerned at the loss of all-day commuter parking. While this parking is well used, Council's current policy settings including the transport hierarchy would suggest the provision of cycling infrastructure for the movement of people and for short-stay parking, ahead of all day commuter parking.
39. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 4 – Thorndon Quay plans.

Next Actions

40. 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:
 - 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.	Thorndon Quay consultation results ↓	Page 50
Attachment 2.	CBD Cordon Count - Historic cycling growth 2000 - 2017 ↓	Page 66
Attachment 3.	CBD Cordon Count - Thorndon Quay and Oriental Parade site summary ↓	Page 67
Attachment 4.	Thorndon Quay plans ↓	Page 71

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

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 Thorndon Quay cycleway comes entirely from the Wellington City Council.

Policy and legislative implications

This is consistent with the Cycling Policy.

Risks / legal

Risk 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.

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.



Thorndon Quay Consultation

Feedback Results – 316 submissions

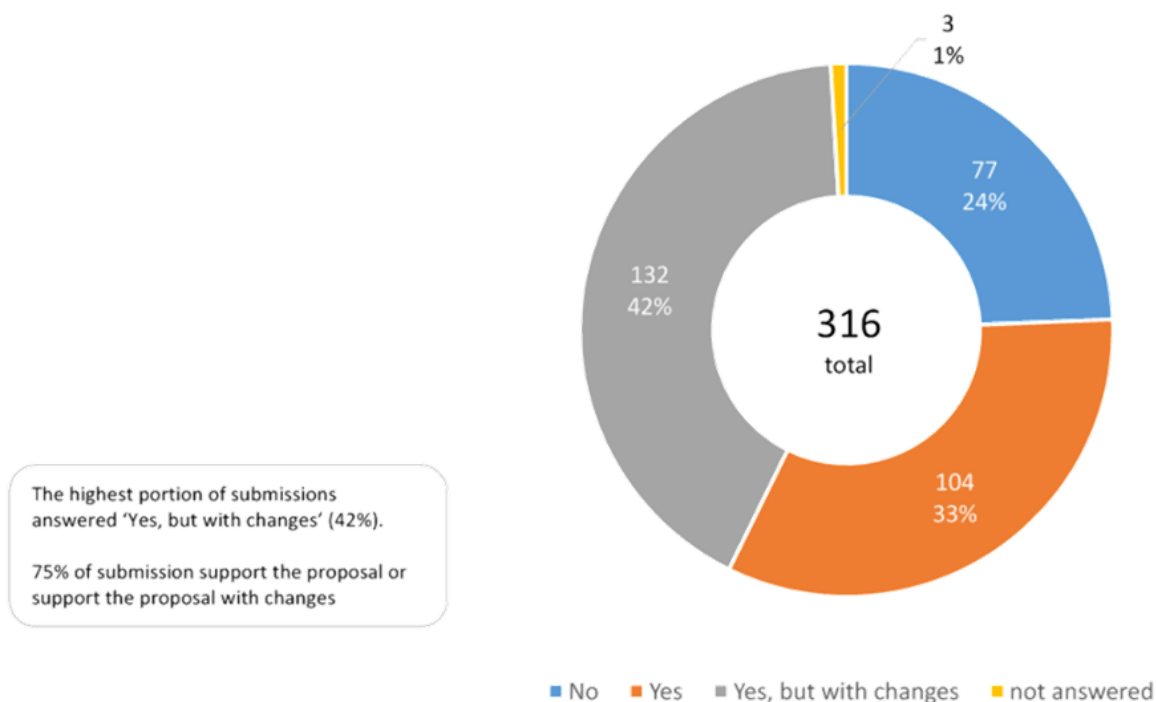
Wellington City Council

23 March 2018

Thorndon Quay consultation summary

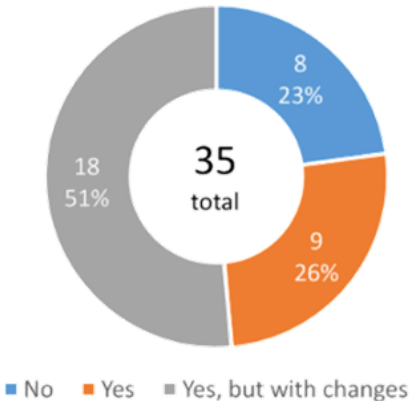
Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?	313	33%	42%	24%	1%

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

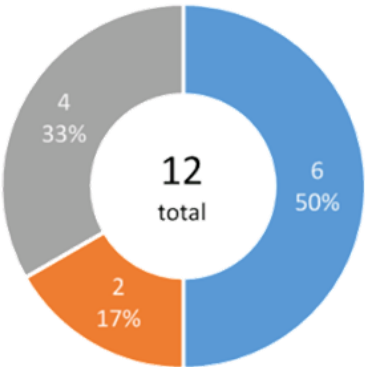


Overall support by relationship to street

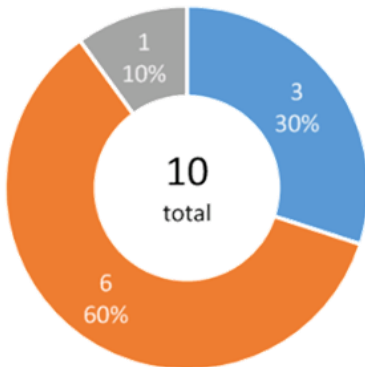
I live in Wellington



I live on this street

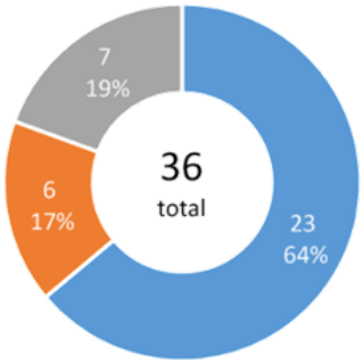


I live near this street

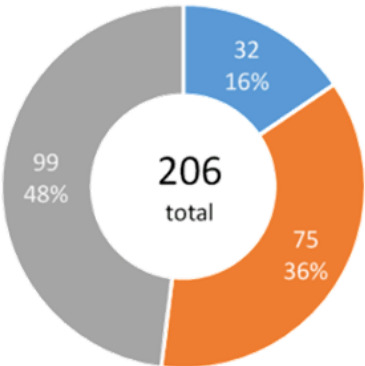


The majority of submissions came from people who regularly travel along this street and the highest proportion support the proposal with changes.

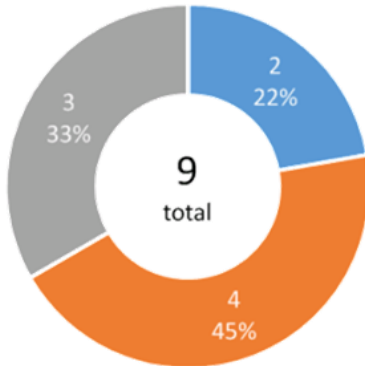
My work/business is on this street



I regularly travel along this street

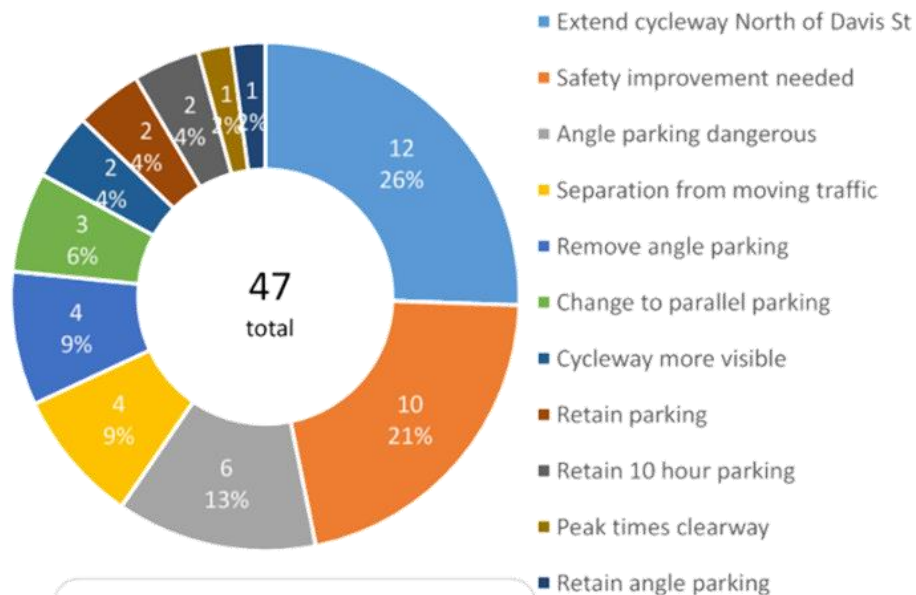


Other



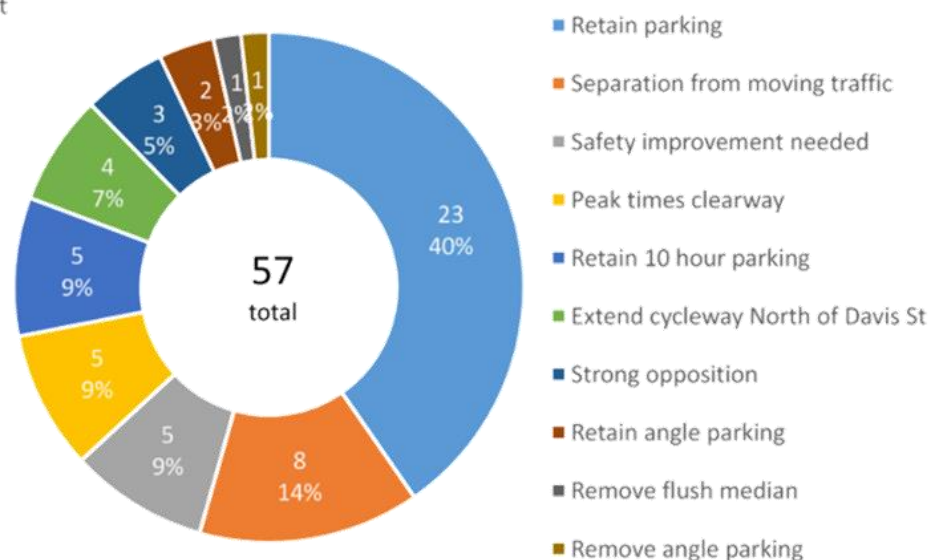
Overall comments by support

Yes comments



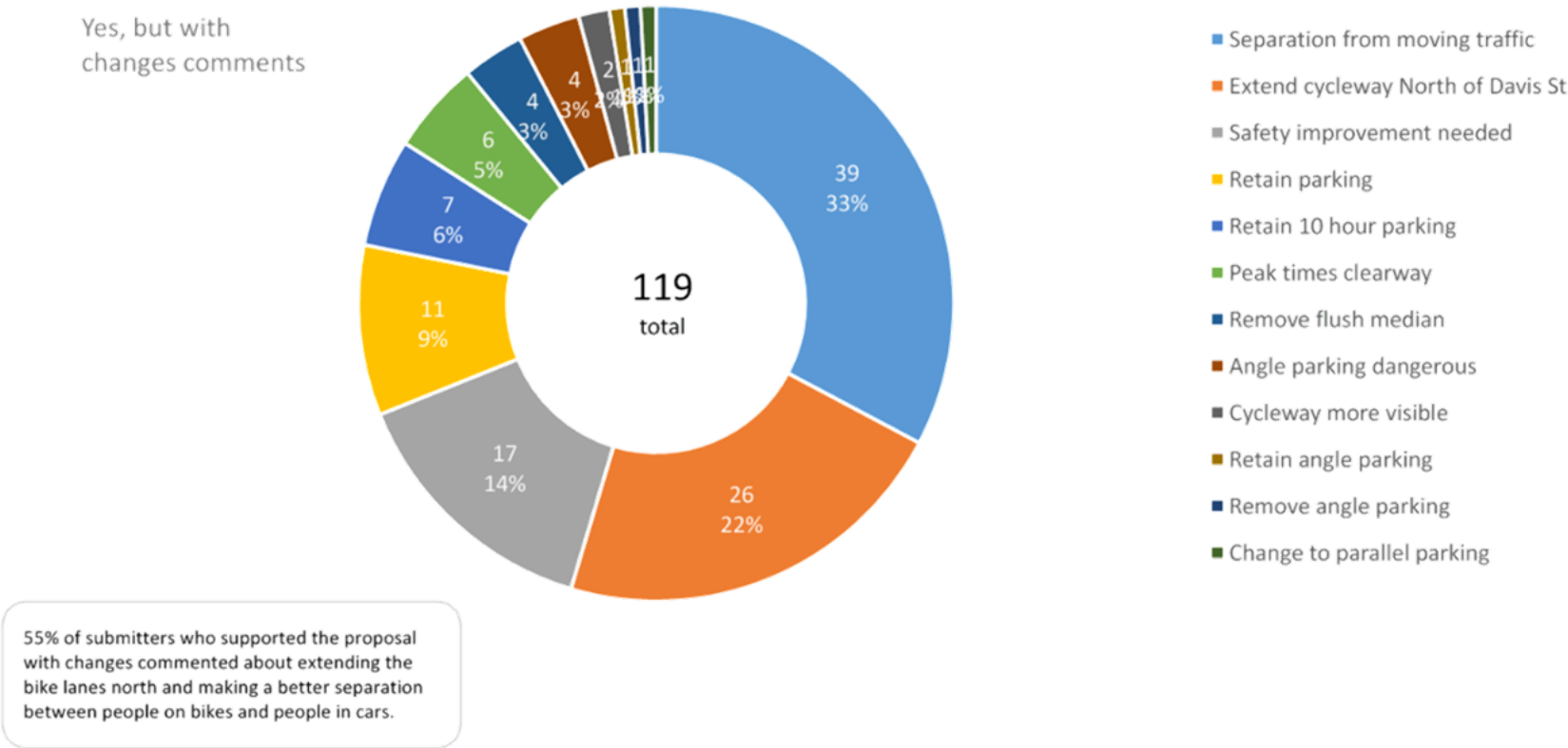
For those who support the proposal, most comments expressed that they would like safety issues to do with angle parking addressed.

No comments

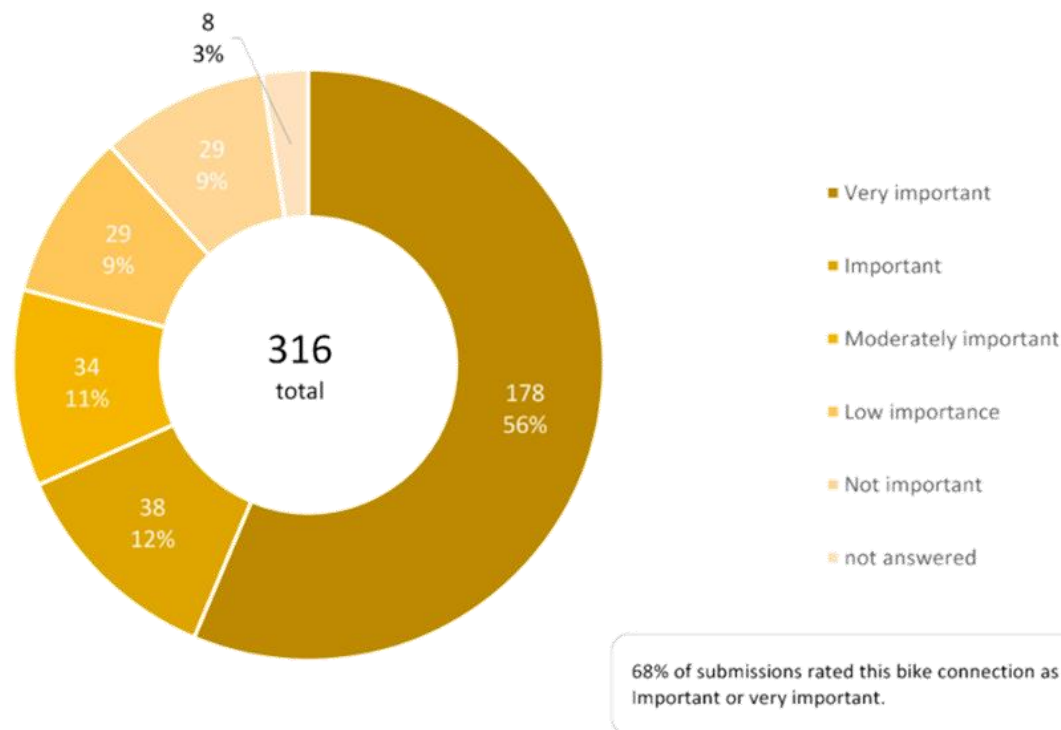


For those who did not support the proposal, most common comments were about the removal of parking

Overall comments by support cont...



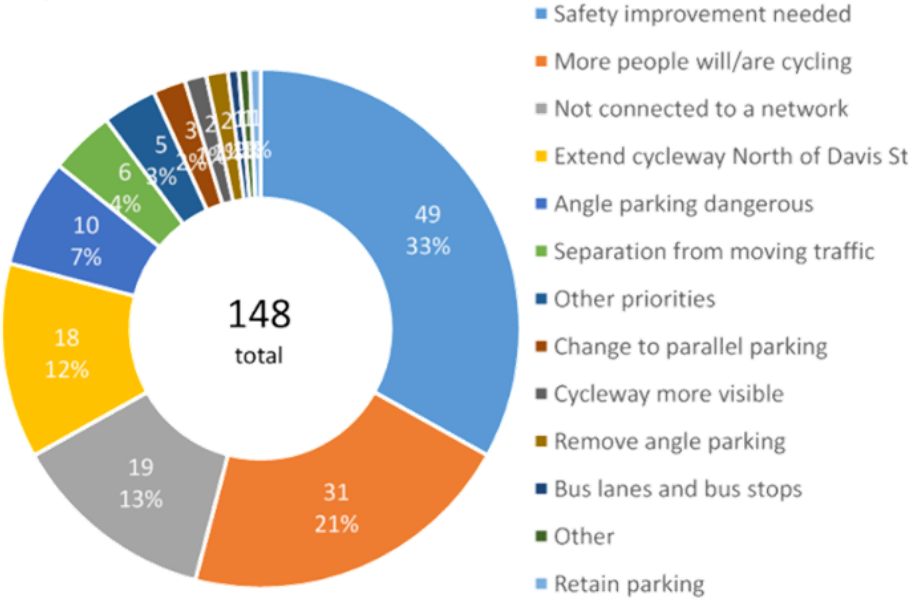
How important is it to connect this proposed bike path with the safer city-wide cycling network?



Importance comments by high and low importance

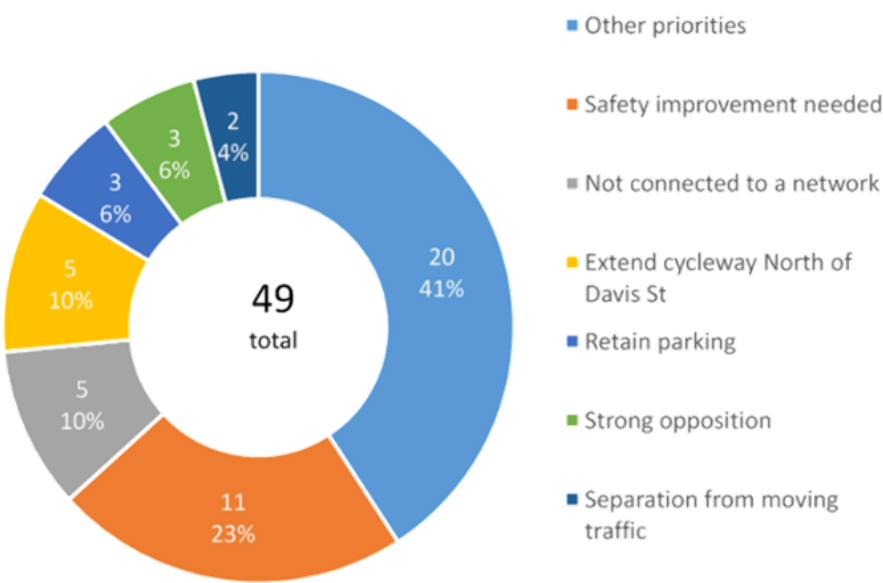
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



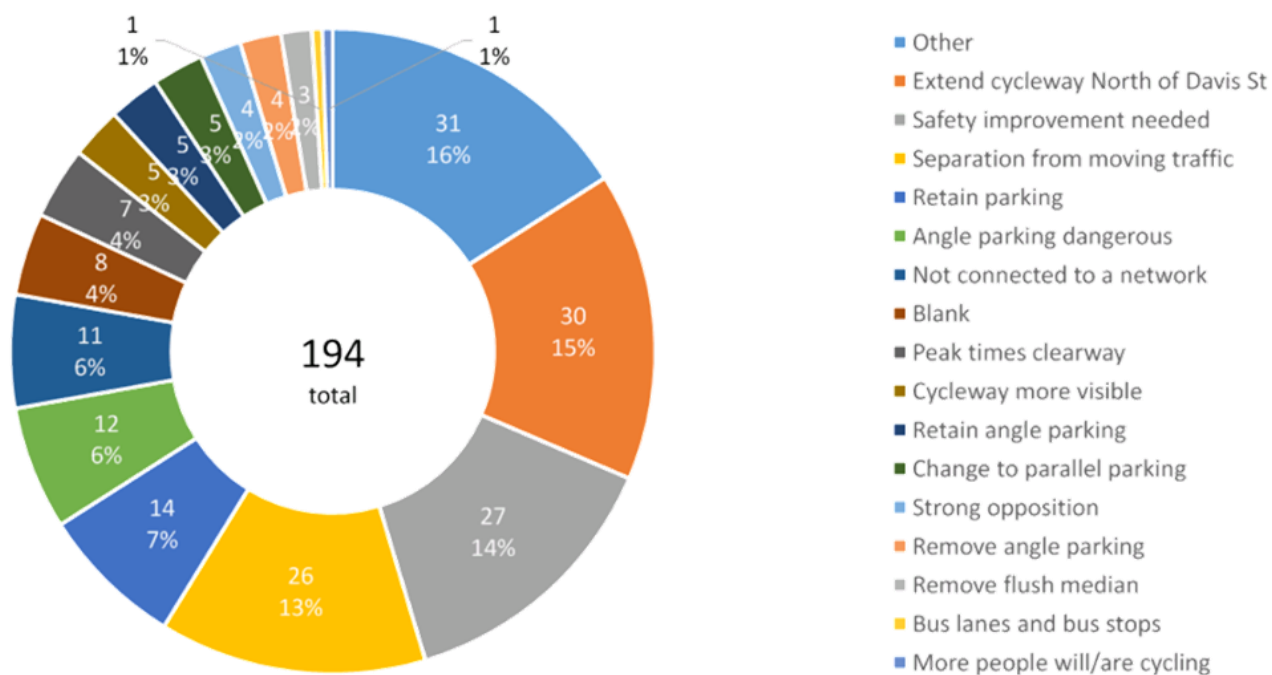
The top comment from people who thought the connection was of 'high importance' related to the safety of people on bikes

Low importance

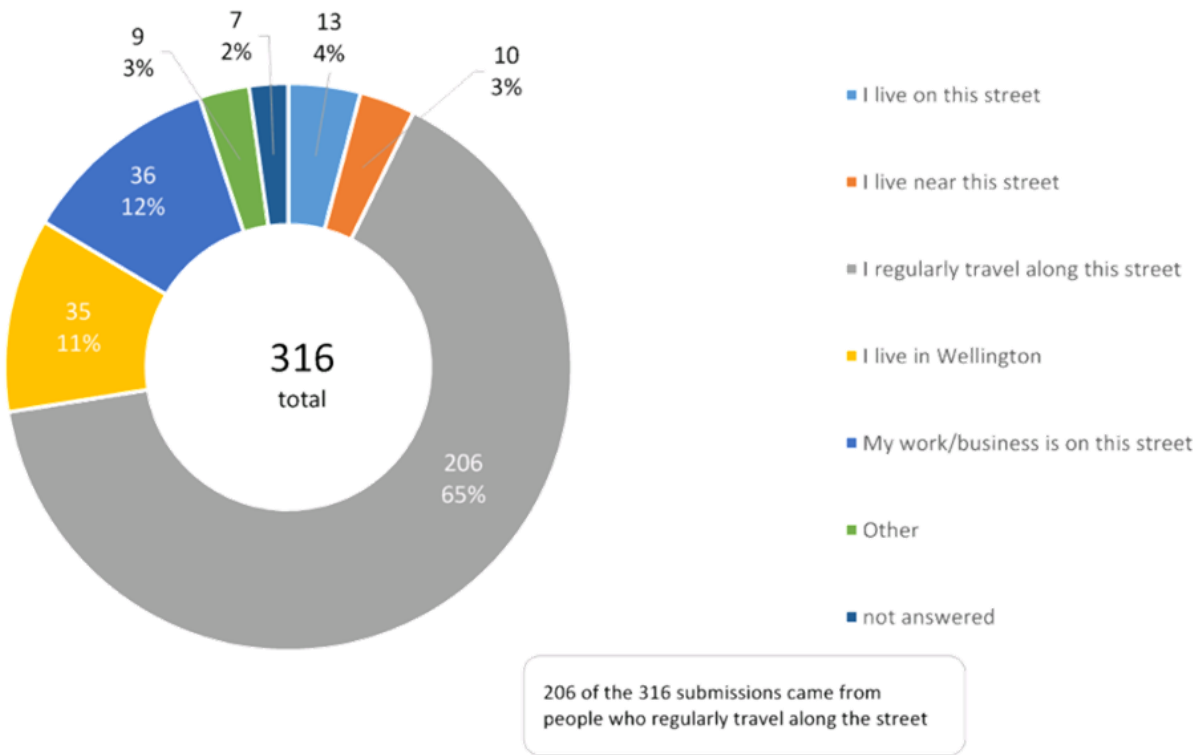


The top comments from those that thought the connection was of low importance believed there were higher priorities.

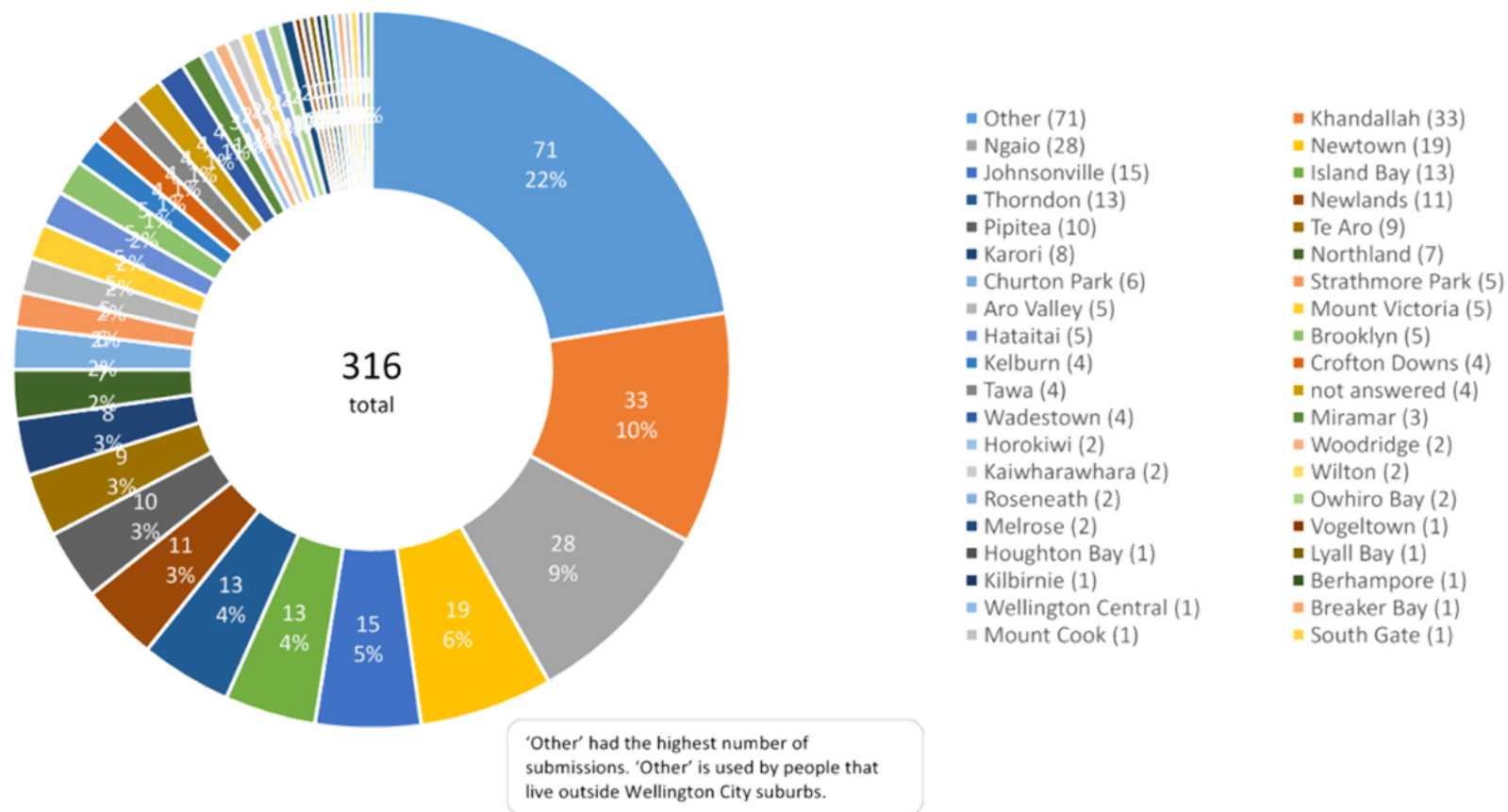
'Any other' comments



What is your primary relationship to this street?

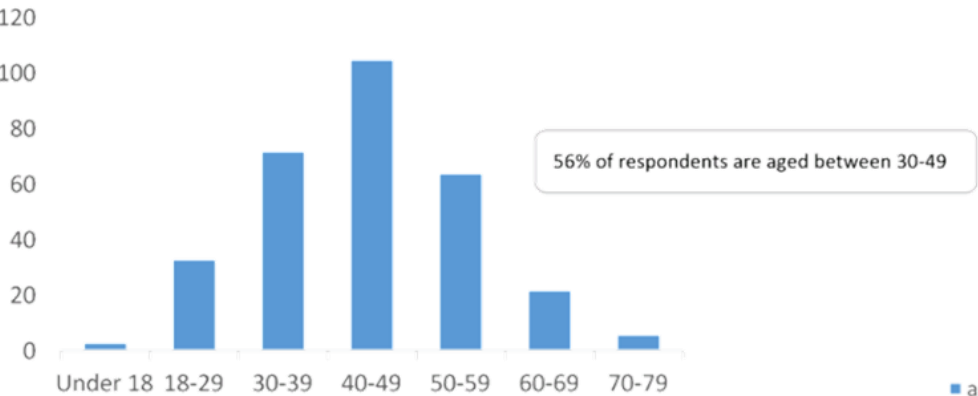


Respondents by suburb

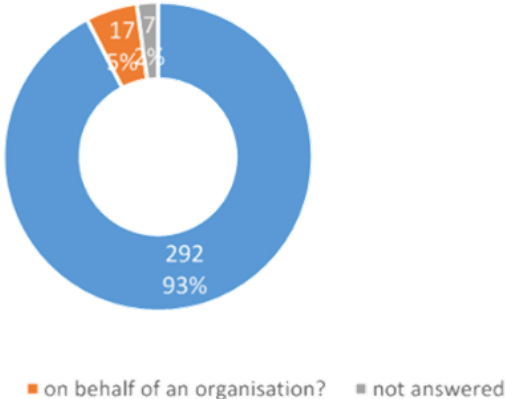


Demographics of respondents

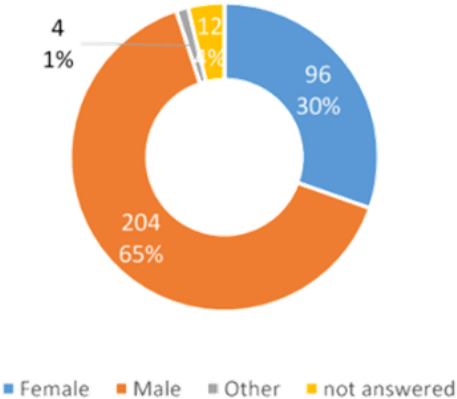
Age of respondents



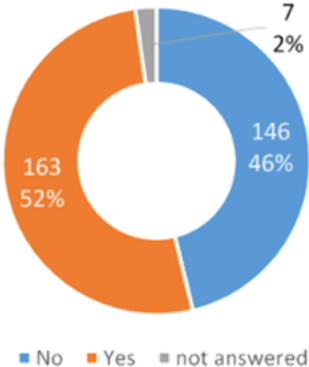
Individual vs organisational respondents



Gender of 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 roadside bike lanes and the associated changes on Thorndon Quay?

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
- Retain angle parking - Retain angle parking as the type of park
- Remove angle parking - Remove the angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Parallel parking dangerous - The parallel parking in this proposal is dangerous
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Retain 10 hour parking - The retention of 10 hour parks need to be considered
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere

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

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Retain angle parking - Retain angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Remove angle parking - Remove the angle parking as the type of park
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Strong opposition - Strong criticism of proposal
- Other priorities - Other areas within the nearby cycle network need attention before this area of Thorndon Quay
- Other - Concern or factor not mentioned elsewhere

Other comments

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere
- Retain angle parking - Retain angle parking as the type of park
- Remove angle parking - Remove the angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered



Cordon Cycle Survey

Historical Cyclist Growth

Prepared for: Wellington City Council

Date: February 14th 2018

TDG Ref.: 15297.000

Prepared by: Andrew Liese

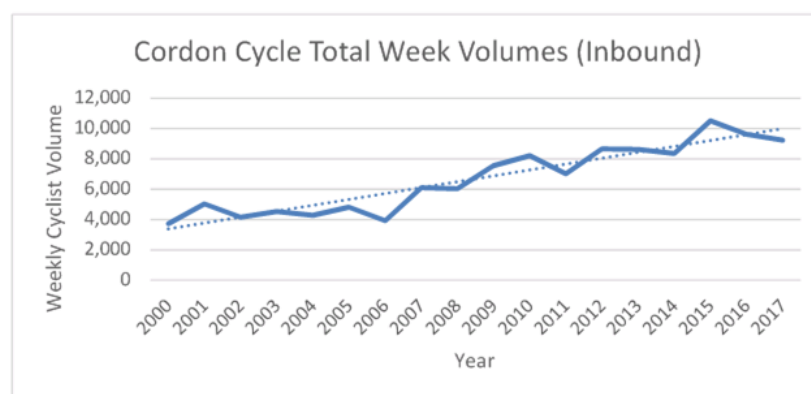
Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during weekday morning commuter hours (7am – 9am). As part of these surveys, a set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city.

2. Bicycle Usage

The graph below shows the total number of cyclists observed entering the city during the morning commute period of each surveyed week since 2000. Overall the number of cyclists commuting to the CBD over the surveyed week has more than doubled since the inception of these surveys. On average the weekly volume of cyclists has increased by 350 each year.



Naturally some fluctuation can be observed which are caused by many external contributing factors and are common place in annual surveys. The overall trend shows a continual increase in cyclists over the years.

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Cordon Volumes Graph and Write Up2 - 2018 Data

Page 1



Cordon Site Breakdown

Thorndon Quay and Oriental Parade Mode Analysis

Prepared for: Wellington City Council

Date: February 14th 2018

TDG Ref.: 15297.000

Prepared by: Andrew Liese

Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during the morning commuter hours (7am – 9am). As part of these surveys all cyclist and pedestrian movements were recorded at Thorndon Quay, Oriental Parade and 26 other sites. Vehicle volumes and occupancy were also recorded at these locations.

This report breaks down the utilisation of the different modes of transport recorded in TDG's annual survey as well as the data provided by WCC from the public transport operator.

2. Thorndon Quay

Figure 1 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 85 additional commuters are entering the city daily via Thorndon Quay each year.

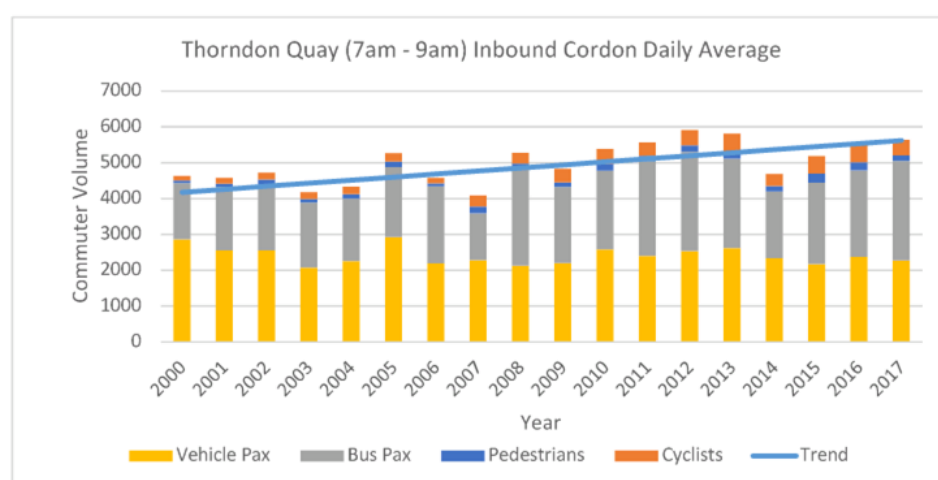


Figure 1: Thorndon Quay Volume Breakdown

Figure 2 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage from 60% to 40%. The proportional increase in bus passengers, cyclists and pedestrians is apparent in this chart from around 40% to 60%.

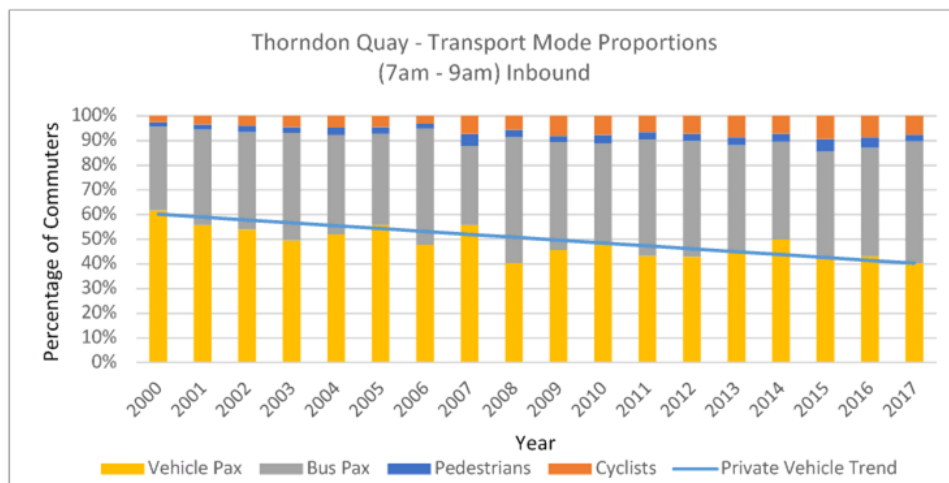


Figure 2: Thorndon Mode split Breakdown

Figure 3 below further illustrates the decline in the proportion of commuters using private vehicles to enter the CBD via Thorndon Quay by around 20%. The greatest relative growth is cyclists, with volumes three times greater than that observed in 2000.

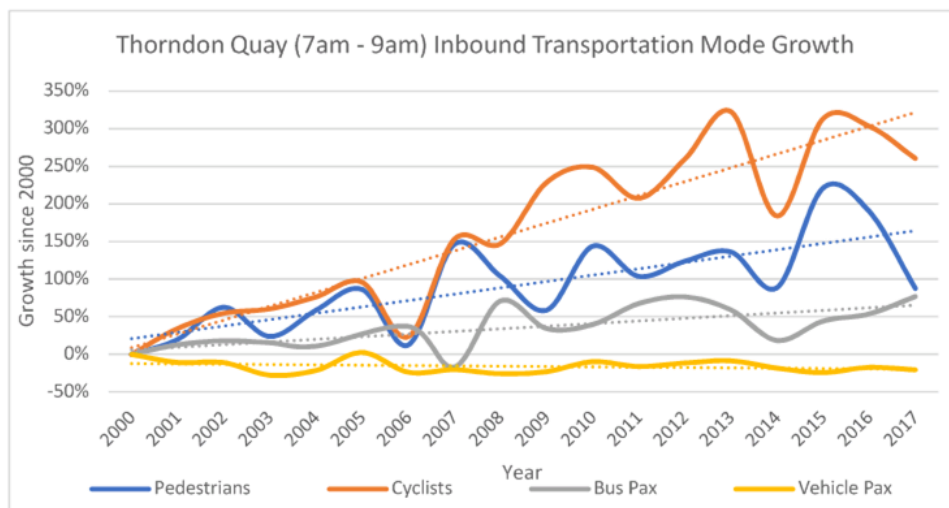


Figure 3: Thorndon Quay Mode Growth

3. Oriental Parade

Figure 4 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 25 additional commuters a year entered the city daily via Oriental Parade.

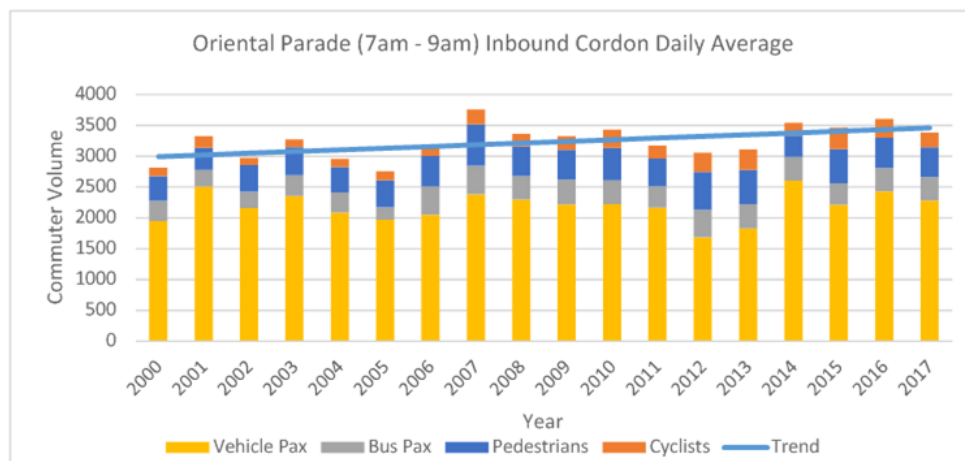


Figure 4: Oriental Parade Quay Volume Breakdown

Figure 5 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage by about 10% over the past 17 years.

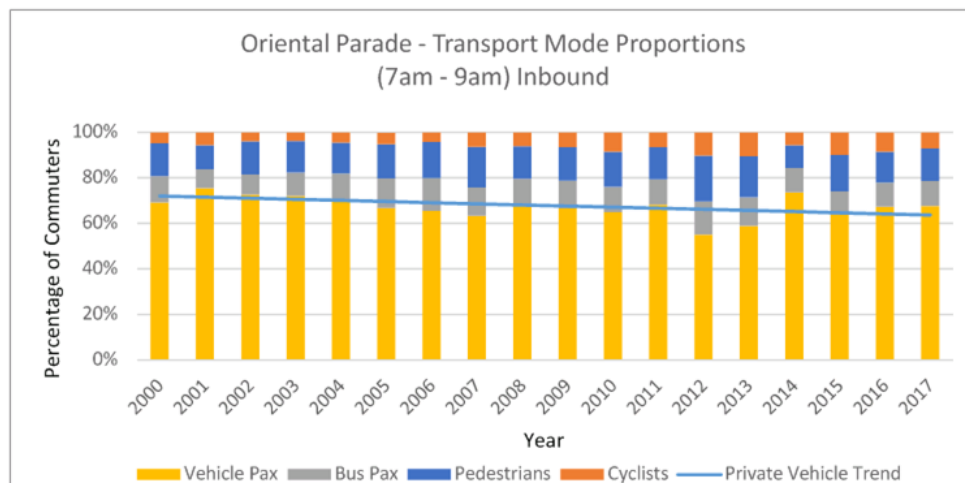


Figure 5: Oriental Parade Mode-split Breakdown

Figure 6 shows that the rate of growth of commuters using private vehicles is the smallest of all the modes of transport. The greatest relative growth can be seen to be cyclists with volumes more than twice what was observed in 2000.

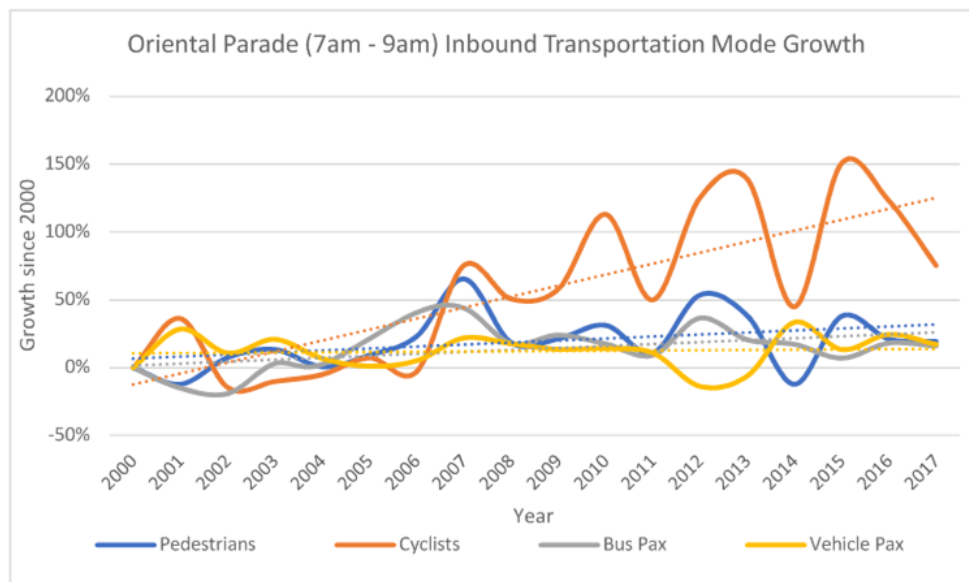
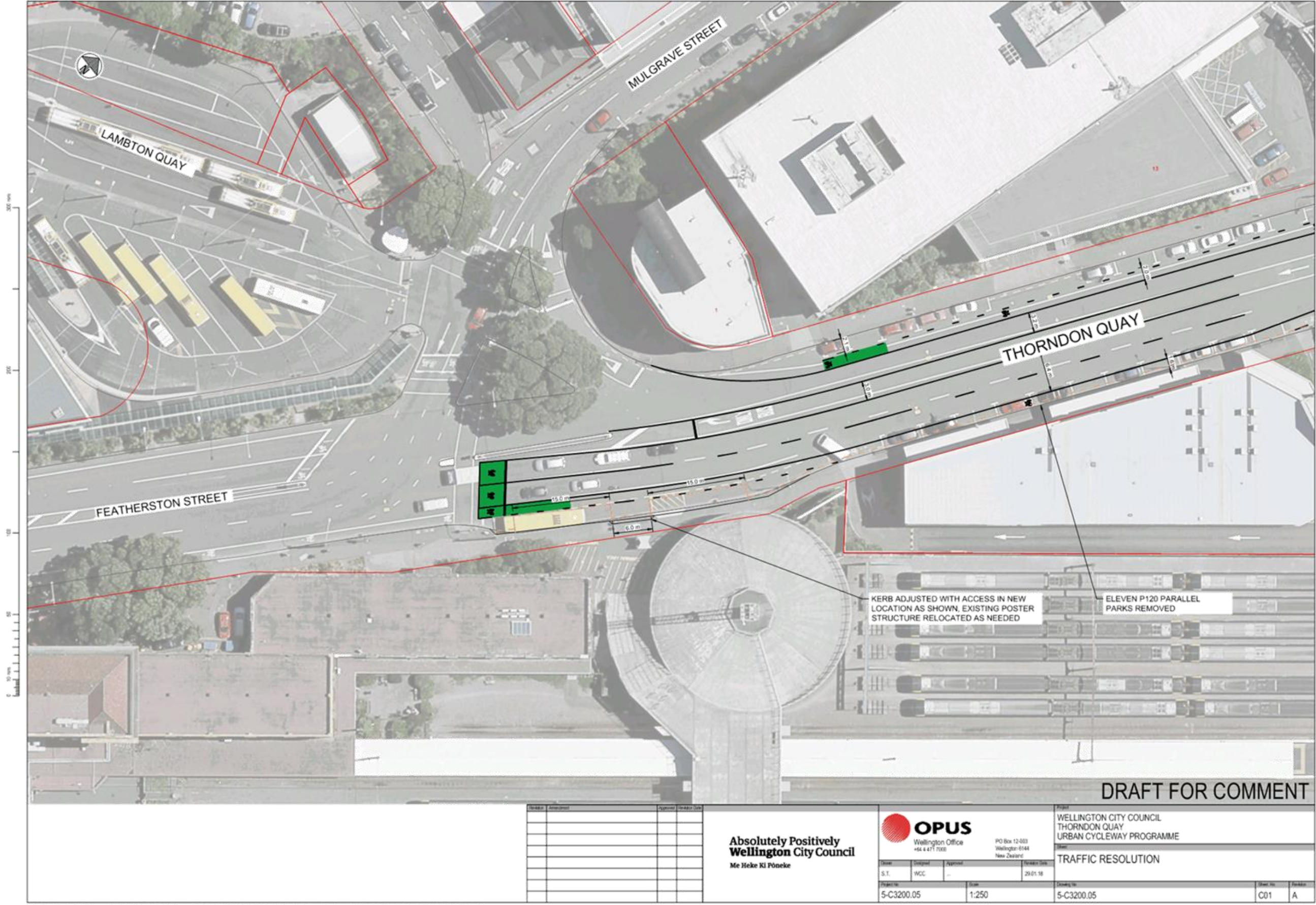
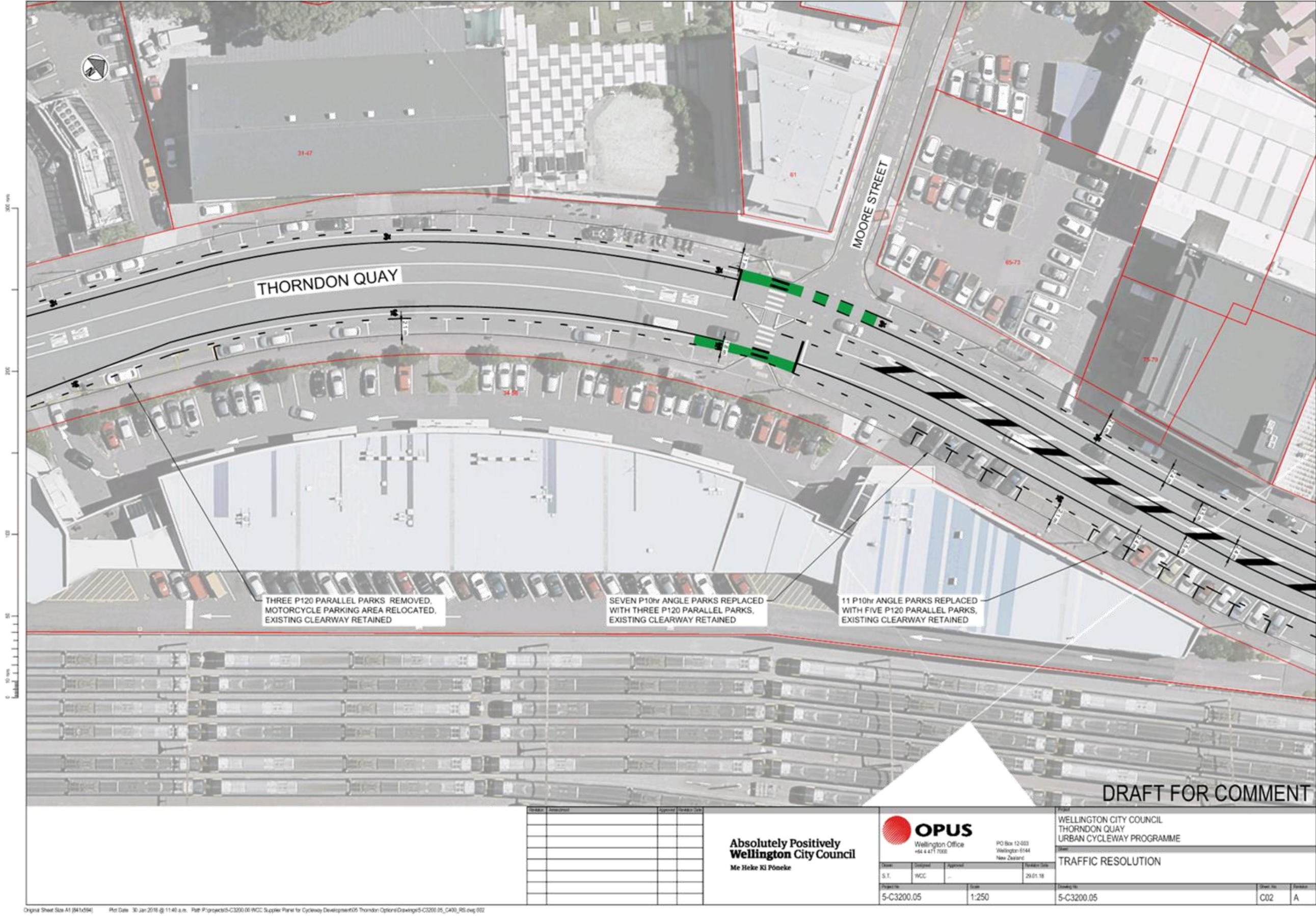


Figure 6: Oriental Parade Mode Growth

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Original Sheet Size A1 (841x594) Plot Date: 30 Jan 2018 @ 11:40 a.m. Path: P:\projects\5-C3200.05\WCC Supplier Panel for Cycleway Development\05 Thorndon Options\Drawings\5-C3200.05_C400_RS.dwg 002

