

Kia ora,

This is to let you know about the changes we are proposing to make in your neighbourhood.

## Proposal:

<b>Reference</b>	TR26-23 – Thorndon Quay, Pipitea - transport corridor: priority for public transport during peak times and upgrade the cycling and walking facilities
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Introduce a bi-directional cycleway on the eastern side of the corridor</li> <li>• Introduce part time bus lanes on the northbound direction between 4.00pm and 6.30pm and southbound direction between 6.30am to 9.30am</li> <li>• Rationalise bus stops along this corridor</li> <li>• Install a raised safety separator along the corridor between the cycleway and traffic lanes</li> <li>• Install 5 new raised pedestrian crossing tables</li> <li>• Change timing of the on-street parking spaces</li> <li>• Install signals at the intersection of Thorndon Quay and Tinakori Road</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Let's Get Wellington Moving (LGWM) as part of the Thorndon Quay Hutt Road (TQHR) is seeking to move more people with fewer vehicles.</li> <li>• These changes will improve safety and help mitigate the following issues: <ul style="list-style-type: none"> <li>- Unreliable bus travel times result in a poor customer experience for existing and potential bus users which reduces the attractiveness and ability to grow the incentive to travel by bus.</li> <li>- The existing state of cycling facilities results in conflict between users, increases risk and limits cycling attractiveness for increasing number of cyclists.</li> <li>- Poor quality of the street environment creates an unpleasant experience for people and reducing its attractiveness for more people to walk and spend time in the area.</li> </ul> </li> <li>• The primary purpose of this transport corridor is to provide safe and reliable travel choices for everyone and create a more attractive street environment.</li> </ul>
<b>Location – where we propose to make the change</b>	Thorndon Quay – from Bunny Street / Thorndon Quay intersection to Aotea Quay / Hutt Road intersection
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Strategic Drivers – Improves safety and accessibility for large vehicles.</li> <li>• Bus lane hours of operation- <ul style="list-style-type: none"> <li>○ AM Peak: from 6.30am to 9.30 am in the southbound direction</li> <li>○ PM Peak: from 4.00pm to 6.30pm in the northbound direction</li> </ul> </li> <li>• Net parking impact (See Table 1) – Existing - 321 to Proposed - 260 at Off Peak Bus Lane times (With variance of Bus Lanes at Am Peak - 138 and PM Peak - 130) <ol style="list-style-type: none"> <li>1. More parallel mobility, loading and motorcycle parking is provided on-street parking within the part time bus lane(s): <ol style="list-style-type: none"> <li>a. Off peak parking in both directions (when no bus lanes are operating) (9.30am – 4.00pm and 6.30pm – 8.00pm Monday to Friday, 8.00am - 8.00pm Saturday to Sunday) <ul style="list-style-type: none"> <li>○ increase in mobility parking from 1 to 14 spaces</li> </ul> </li> </ol> </li> </ol> </li> </ul>

	<ul style="list-style-type: none"> <li>○ increase in loading zone parking from 11 to 38 spaces</li> <li>○ increase in motorcycle parking from 5 to 14 bays</li> <li>b. During the morning peak when the southbound bus lane is operating (6.30am - 9.30am Monday to Friday)             <ul style="list-style-type: none"> <li>○ increase in mobility parking from 1 to 7 spaces</li> <li>○ increase in loading zone parking from 11 to 16 spaces</li> <li>○ increase in motorcycle parking from 5 to 7 bays</li> </ul> </li> <li>c. During the afternoon peak when the northbound bus lane is operating (4.00pm - 6.30pm Monday to Friday)             <ul style="list-style-type: none"> <li>○ increase in mobility parking from 1 to 7 spaces</li> <li>○ increase in loading zone parking from 11 to 22 spaces</li> <li>○ increase in motorcycle parking from 5 to 7 bays</li> </ul> </li> </ul> <p>2. General parallel parking to be provided on-street within the part time bus lane(s). Time restrictions for parking spaces allocated in line with previous consultation feedback:</p> <ul style="list-style-type: none"> <li>a. Off peak parking in both directions (when no bus lanes are operating) (9.30am – 4.00pm and 6.30pm – 8.00pm Monday to Friday, 8.00am - 8.00pm Saturday to Sunday)             <ul style="list-style-type: none"> <li>○ 41 - P10 parking spaces</li> <li>○ 64 - P30 metered parking spaces</li> <li>○ 78 - P120 metered parking spaces</li> </ul> </li> <li>b. During the morning peak when the southbound bus lane is operating (6.30am - 9.30am Monday to Friday)             <ul style="list-style-type: none"> <li>○ 25 - P10 parking spaces</li> <li>○ 50 - P30 metered parking spaces</li> <li>○ 28 - P120 metered parking spaces</li> </ul> </li> <li>c. During the afternoon peak when the northbound bus lane is operating (4.00pm - 6.30pm Monday to Friday)             <ul style="list-style-type: none"> <li>○ 24 P10 parking spaces</li> <li>○ 14 P30 metered parking spaces</li> <li>○ 50 P120 metered parking spaces</li> </ul> </li> </ul> <p>3. Introduce 4 cargo cycle parking bays</p> <ul style="list-style-type: none"> <li>● Pedestrian impact – positive, more comfortable and safe pedestrian crossing facilities</li> </ul>
<p><b>How this relates to the parking policy</b></p>	<ul style="list-style-type: none"> <li>● Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li> </ul>
<p><b>Additional Information</b></p>	<ul style="list-style-type: none"> <li>● Average monthly Bus passenger numbers - 160,000</li> <li>● Average monthly Traffic count – 295,000</li> <li>● Average Cyclists count – 16,000</li> <li>● Detailed counts above does not include projected growth of Wellington Region</li> <li>● To view the legal description for this Traffic Resolution, an electronic copy of the report will be made available before the first appropriate Council meeting in 2023.</li> </ul>
<p><b>Feedback</b></p>	<ul style="list-style-type: none"> <li>● If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form on the Let’s Get Wellington Moving’s website from 7 November 2022 at</li> </ul>

	<p><a href="http://www.lgwm.nz/home/have-your-say">www.lgwm.nz/home/have-your-say</a> or downloading a printable submission form or contact us for an alternative version at <a href="mailto:tqhr@lgwm.nz">tqhr@lgwm.nz</a> Call us on 0800 110 130.</p> <ul style="list-style-type: none"><li>• <b>Please note if you are giving feedback the consultation period opens on Monday 7 November 2022 and finishes at 11.59pm on Friday 9 December 2022.</b></li><li>• What we do with your personal information: All submissions (including names and contact details) are provided in full to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 12 December 2022.</li><li>2. The proposal will go to the first appropriate Council meeting in 2023.</li><li>3. If approved, the proposal will be installed within the following nine months.</li></ol>

# We are proposing a change in your area

Table 1: Proposed parking changes on Thorndon Quay

Section	Drawing Reference	Scenario	Mobility (spaces)	Loading (spaces)	Drainage (spaces)	Other (spaces)	Motorcycle (bay)	P10	P30 (Metered)	P120 (Metered)
Bunny Street to Moore Street		Existing	-	-	-	-	2			47
	Plan 1 - 6	Proposed	2	4	-	-	2	3	8	15
Moore Street to Davis Street		Existing	-	-	2	-	-			56
	Plan 6 - 9	Proposed	1	6	2	-	2	8	17	22
Davis Street to Bordeaux Bakery		Existing	1	5	2	-	3			56
	Plan 9 - 13	Proposed	3	11	3	-	3	12	13	0
Bordeaux Bakery to Motorway flyover		Existing	-	4	1	1 (DC park)	-			42
	Plan 13 - 16	Proposed	3	5	1	1 (DC park)	2	10	9	0
Motorway flyover to Tinakori Road		Existing	-	2	4	-	-			46
	Plan 17 - 19	Proposed	3	6	4	-	3	2	7	19
Tinakori Road to Aotea Bridge		Existing	-	-	-	-	-			74
	Plan 19 - 23	Proposed	2	6	-	-	2	6	10	22

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**Prepared By:** Greg Murison (Aurecon) **(Let's Get Wellington Moving  
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**Approved By:** Brad Singh WCC **Transport and Infrastructure  
Manager**

**Signature:**



**Date:** 8/11/2022