
Island Bay Cycleway –Working Party Report

Purpose

1. To report on the outcomes of the Island Bay Cycleway community working party.

Summary

2. At its 30 April 2015 meeting, Council agreed that a working party be set up to review the recommendations of the Transport & Urban Development Committee that came from the 5 February 2015 meeting when it considered the traffic resolutions relating to the implementation of the Island Bay Cycleway.
3. A community working party comprising of Councillors and community representatives was established, reviewed the proposals and has made recommendations.

Background

4. On 30 April 2015, Council agreed:

Agree that in addition to the engagement on the draft Wellington Cycling Framework (in recommendation 4) that, in respect to Stage One of the Southern Route Cycleway:
 - a. A Working Party will be established comprising officers, Southern Ward Councillors, the Deputy Mayor and community stakeholders;
 - b. The Working Party will consider the traffic resolutions for stage one of the Southern Route by 12 June 2015 for recommendation to Council by 24 June 2015;
 - c. The Working Party recommendation will include advice on the final form of the traffic resolutions compared to those notified by the Council on 5 December 2014 (and recommended to Council by the Transport and Urban Development Committee on 5 February 2015 and not yet considered by the Council); and
 - d. The Working Party will comprise a maximum of 8 members, with the power to co-opt for specific matters, and will be disestablished on 12 June 2015.
5. The Deputy Mayor established the working party and its terms of reference. In conjunction with the Ward Councillors various members of the community were approached to participate in the working party as well as an officer.
6. Anne Patello was engaged as an independent facilitator.

7. The working party comprised :
- Councillor Lester
 - Councillor Eagle
 - Councillor Lee
 - Fiona Cockerill-Ghanem
 - Tessa Coppard (Alice Coppard as substitute for 2nd mtg)
 - Regan Dooley
 - Jane Byrne
 - Anna Harley

The working party was assisted by Paul Barker and Brett McPhedran

8. The working party met on 3 occasions:
- Wednesday 20 May 2015
 - Friday 22 May 2015
 - Monday 8 June 2015
9. Detailed minutes were kept of each meeting, circulated quickly after the meetings and have been accepted as a true record of the discussions.
10. On 3 June 2015, Fiona Cockerill-Ghanem and Jane Byrne notified their resignation from the working party.
11. The working party asked questions of officers, reviewed plans, requested additional information and explanations as to how the Island Bay scheme became the Council's recommended scheme.
12. On the third occasion the working party walked over various parts of the route to gain a better understanding of what was proposed.

Working Party recommendations

13. The working party has drawn the following conclusions and recommendations:
1. *Agreed that the Island Bay Cycleway proposal as at December 2014 fits within the principles and thresholds of the Draft Wellington Cycling Framework. The only decisions that need to be made by council are on the traffic resolutions required under the Wellington Consolidated Bylaw 2008.*
 2. *Recommends that the kerbside cycle lane option should be pursued.*
 3. *Noted that the design of the in-lane bus stop at Humber Street is not optimal, however due to opposition to changes from local businesses recommend this be pursued as a compromised solution. This needs to be included within the monitoring and evaluation process.*
 4. *Supports the use of stop sign controls at intersections.*
 5. *Supports the proposed increase in pedestrian crossings.*

6. *Supports the conversion of parallel parking to angle parking in Mersey street as a compromise to increase parking numbers. However, it notes that this is trade off as Mersey Street is the connection to two schools, and that this should be monitored.*
7. *Recommends the use of physical speed reduction elements such as speed cushions in the main centre. These would be located in conjunction with the 30km/hr sign and the pedestrian crossing.*
8. *Notes that a number of alternatives were considered for reducing parking impact on the medical centre.*
9. *Recommends that given the safety concerns in the vicinity of the medical centre that the existing design should be pursued.*
10. *Recommends (following discussion with the medical centre) that the following actions be taken:*
 - a. *Addition of a mobility carpark and 1-2 parent/child carparks.*
 - a. *Council to provide technical expertise and budget for line marking at the rear of the medical centre to try and enhance the number of available spaces.*
11. *Recommends that there is monitoring related to the safety and use of the parallel versus angle parks.*
12. *Recommends that the 'shared zone' that runs through the town centre is marked using a combination of sharrows and green patches.*
13. *Recommends that additional consideration be given to how cyclists get off the cycle lane at the town centre area. Treatments such as kerb cuts should be considered.*
14. *Agrees that the two bus stops near Avon Street should be removed and parking should be added in this area.*
15. *Recommends that the bus stop located in the vicinity of the church must be an integrated design in collaboration with the church, and that it will not be an adshel.*
16. *Recommends that the Dee Street roundabout is retained, and that a combination of lanes and sharrows will be used to be consistent with the markings in the town centre.*
17. *Recommends that officers outline a proposal for monitoring and evaluation of the Island Bay cycleway, and that a group of similar make-up to the working party to assist in this evaluation.*
18. *Recommends that the monitoring and evaluation occur 12 months after completion or as needed prior to that.*
19. *Recommends that an information/education campaign is developed for all road users in relation to kerbside cycleways.*
20. *Recommends that the Island Bay cycleway uses the proposed safe-it posts as delineation. This can be reviewed following the Victoria Street kerbside trial.*

Discussion

14. Generally officers are comfortable with the conclusions and recommendations of the working party. Guidance on some matters is set out in the following paragraphs.
15. Recommendation 7 can be allowed for in the construction, while we do not expect to undertake any further consultation, there may be opposition to speed control humps once they are installed.

16. Recommendation 10 suggests an additional mobility parking space in the vicinity of the medical centre be provided, This will require the notification of a separate traffic resolution under the traffic bylaw. It is likely that this will be able to be done and in place (if approved) by the time parking is physically altered along this part of The Parade.
17. Recommendation 10 also seeks to restrict space for parents with children. As a road controlling authority we do not have the ability to create such a restriction, however we have offered to assist the medical centre better manage their own off-street parking and this could be incorporated on their property.
18. Officers accept that a method of indicating the shared space through the shopping area is desirable as recommended in 12. The use of sharrows cannot be guaranteed at this time, while we expect that in the fullness of time these will be approved for use at the moment they only have trial status and can't be used elsewhere.
19. Recommendation 16 retains the Dee Street roundabout. This has been one of the most controversial parts of the scheme from the outset. Retaining the roundabout will provide an inconsistent level of service for people on bikes and a possible increase in safety risk primarily due to the need for cyclists to merge with traffic in order to negotiate the intersection. This gap in level of service is likely to hamper uptake by the interested and concerned people who we are designing for.
20. Removing the roundabout provided an opportunity to construct a Zebra crossing immediately south of the intersection, retaining the roundabout as recommended by the working party will not improve pedestrian connections.
21. It is worth noting that the recommendation from Transport and Urban Development Committee in February 2015 was to remove the roundabout.
22. Monitoring of this innovative scheme is vital. A comprehensive monitoring programme will be developed to look at safety performance, its use, community satisfaction and adjacent effects both positive and negative. Recommendations 17 and 18 are therefore appropriate.
23. Delineation of the floating parking bays to provide the protected separation is important, safe hit posts are currently proposed, but Officers may take the opportunity to trial alternative methods to achieve good parking practice.
24. If Council were of a mind to accept the recommendations of the working party some minor changes would need to be made to the traffic resolutions. All of the existing restrictions that apply in the vicinity of the Dee Street intersection would need to remain, some changes to the proposed cycle lane restrictions in the area around Dee Street would have to alter. Some very minor changes to the location of the Bus Stop outside the Presbyterian Church are included to reflect the compromise agreed with the church's trustees.

25. An amended set of traffic resolutions was prepared that reflect the recommendations of the community working party (Attachment 2). Attachment 2 would need to be moved as an amendment to the Transport and Urban Development recommendations of 5 February 2015 if the recommendations of the working party are to be adopted by the Council.

Conclusion

26. As agreed by Council, a working party comprising Councillors and community representatives was established, and through a facilitated process have reviewed the Island Bay cycleway proposals and have provided a number of recommendations on how to proceed.

Prepared by Paul Barker, Safe & Sustainable Transport Manager. June 2015