

**Reference:** TR 120 – 17

**Location:** Kent Terrace and Cambridge Terrace, Te Aro/ Mt Victoria

**Proposal:** New combined pedestrian/ cycle crossings and shared paths

**Information:** Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways Programme has allocated \$1.5 million in funding for minor improvements in the central area.

Connectivity and safety are the key improvement themes identified during the working group meetings for the Wellington central area minor cycle improvements project. Provision of safe and convenient connections improves cycle accessibility and permeability in the city and reduces the crash risk. It is also an essential element for promoting cycling as a viable transport mode and encouraging people to get on a bike.

The proposed changes outlined in this report aim to improve connectivity and safety for people on bikes by providing a better cycle connection near the southern end of Kent Terrace and Cambridge Terrace, north of the Basin Reserve.

Kent Terrace and Cambridge Terrace are classified as arterial routes. Kent Terrace south of Pirie Street is part of State Highway 1. The average daily traffic volume along this section is about 31,000 vehicles per day. The speed limit is 50km/h. Kent Terrace and Cambridge Terrace are the main south-north routes in Wellington's transport network. This corridor connects the southern suburbs with the central city.

Wellington City Council Transport Monitoring Surveys undertaken in March 2016 recorded 290 cyclists on Cambridge Terrace, just north of the Basin Reserve, during the morning peak (7am-9am), Monday to Friday. The number of southbound cyclists on Kent Terrace was not surveyed but the afternoon peak (4pm-6pm) is generally comparable to the morning peak on Cambridge Terrace.

The existing signalised pedestrian crossings at the bottom of Kent Terrace and Cambridge Terrace are well used by people travelling to and from Mt Victoria or Pukeahu National War Memorial Park. During the morning and afternoon peak times, these crossings are used by people on bikes at almost every 'green man' phase, although this is not currently legal.

The current level of service for people on bikes at both of these crossings is poor because:

- the signalised crossings are for pedestrians only, and are less than 3m wide so cyclists have to push their bikes across the road
- there is no provision for bikes at the corner of Kent Terrace and Ellice Street, heading towards Mt Victoria Tunnel
- The footpath between the Kent Terrace crossing and the Basin Reserve is too narrow despite being well used by people walking and cycling.

We propose a number of safety improvements at this site. The changes would include:

- upgrading the existing signalised pedestrian crossings at the southern end of Kent Terrace and Cambridge Terrace to add a dedicated cycle crossing next to the pedestrian crossing
- widening the footpath between the Kent Terrace crossing and the Basin Reserve from 2.5m to 4m and turning this into a shared path
- removing the last three 10-hour pay and display car parks on the western side of Kent Terrace directly south of the signals Kent Terrace as a result of widening the path (no other parking will be affected)
- installing a new 2m-wide footpath between the Basin Reserve and the signalised crossing on Cambridge Terrace (although not currently formalised, this path is well used by pedestrians travelling between Cambridge Terrace and the Basin Reserve)
- installing a raised platform on the short section of Buckle Street and Ellice Street outside the northern gates of the Basin Reserve, upgrading the existing zebra crossing to improve safety
- extending the kerb at the southern end of Kent Terrace, next to the left-hand traffic lane, to reduce the distance for people using the signalised crossing and provide more space on the footpath outside 80 Kent Terrace (currently occupied by LEDs R' Us), to make it safer for pedestrians and people on bikes
- changing the footpath on the corner of Kent Terrace and Ellice Street to be a shared path, while the diagonal path across the grassed area will be pedestrian-only (signs with pedestrian/cycle symbols will be installed to show people which paths to use).

## Key Dates:

- |  |                   |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper  | 26 September 2017 |
| 2) Feedback period closes  | 16 October 2017   |
| 3) If no objections received report sent to City Strategy Committee for approval                             | 23 November 2017  |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate |                   |

## Legal Description:

*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Kent Terrace</b>	<i>P10 hours Maximum, Monday to Thursday 8am-6pm, Friday 8am-8pm, Saturday and Sunday 8am-6pm</i>	<i>West side, commencing 256.5m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 17492 10.9m, y= 5426723.1m), and extending in a southerly direction following the kerb line for 16 metres (three parallel car parks)</i>

*Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Kent Terrace</b>	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>West side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 17492 10.9m, y= 5426723.1m), and extending in a southerly direction following the western kerb line for 43.5m</i>

<b><i>Kent Terrace</i></b>	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>East side, commencing 250m south of its intersection with the southern kerb line of Pirie Street (grid coordinates x= 1749210.9m, y= 5426723.1m), and extending in a southerly direction following the eastern kerb line for 37.8m to its intersection with Ellice Street</i>
<b><i>Kent Terrace</i></b>	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>West side, commencing at the northern kerb line of Ellice Street at the Basin Reserve (grid coordinates x=1749091.5m, y=5426457.3m), and extending in a northerly direction for 52m, including the section of path directly adjacent to and leading to the signalised crossing at Cambridge Terrace</i>
<b><i>Cambridge Terrace</i></b>	<i>Shared Path, Pedestrian priority, Cyclists must give way to pedestrians</i>	<i>East side, commencing 43m north of the kerb line of Buckle Street at the Basin Reserve (grid coordinates x= 1749100.9m, y=5426501.8m), and extending in a northerly direction for 19.1m, including the section of path directly adjacent and leading to the signalised crossing at Kent Terrace</i>
<b><i>Ellice Street</i></b>	<i>Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians</i>	<i>North side, commencing from its intersection with Hania Street (grid coordinates x= 1749170.3m, y= 5426426.1m), and extending in a westerly direction following the kerb line for 58m to its intersection with Kent Terrace</i>

# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke

Prepared By: Luke Benner

(Transport Projects Engineer)

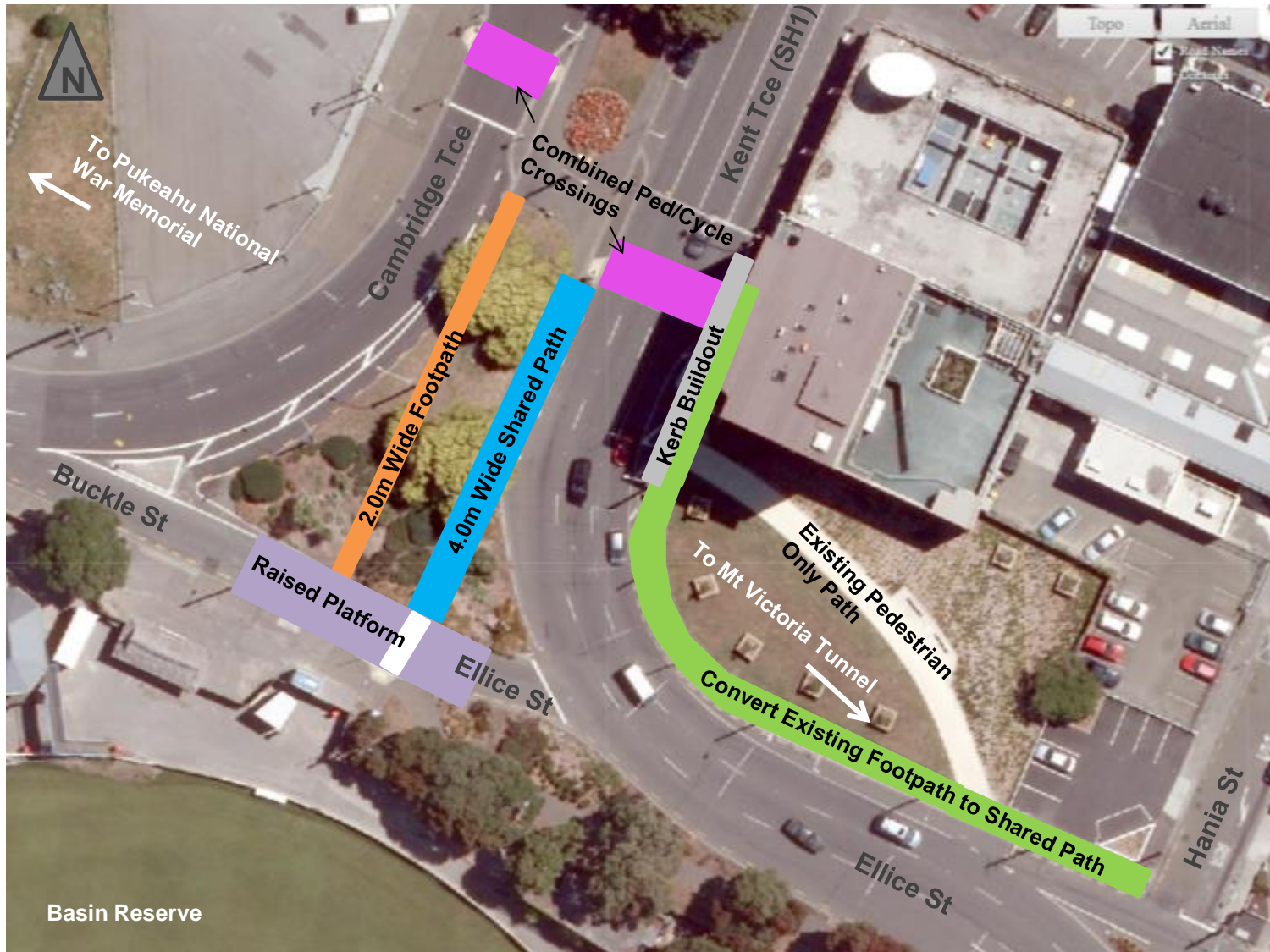
Approved By: Paul Barker

(Planning Manager Network Improvement)

Date: 20/09/17

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Traffic Resolution Plan  
 TR 120-17  
 Kent Tce/ Cambridge Tce  
 Cycle Improvements  
 September 2017