

- Reference:** TR 22 – 15
- Location:** Coutts and Salek Street - Kilbirnie
- Proposal:** Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls

Information: During the recent suburban cycle network planning, a number of people requested that the currently discontinuous cycle lanes along Coutts Street be This area was also identified as a pinch point in the minor works programme. A crash review shows two cyclist injury crashes in the area over the last 7 years.

This project mainly addresses the 185m long gap in cycle lanes on Coutts Street in the vicinity of Salek Street. Both injury crashes occurred in this area.

Possible cycle improvement options were reviewed including:
Protected bike lanes – separated from traffic by some form of barrier. These would be the safest but would require removal of parking on both sides of the road. Given that this section would be connecting to on-street painted cycle lanes and have a significant impact on parking, it is considered that protected bike lanes are not appropriate at this time. However, protected bike lanes may be an option in the future.

A shared path for pedestrians and cyclists was considered but would not necessarily be safer than what is currently provided. Many cyclists, who use this area now, would not use the facility as they would need to take additional care and cycle more slowly. Also being near a college, it is not desirable to have potential commuter cyclists on the same path as school-age pedestrians. In addition, a shared path would not be consistent with the existing cycle facilities it would link to at each end.

The proposed on-road painted cycle lanes will encourage a few more people to cycle and make it safer for current users. In addition, it is consistent with the facilities already in place along Coutts Street. Therefore on-road cycle lanes are the preferred option.

The pedestrian crossing near the college creates a pinch point for people on bikes intending to use a relatively safe, currently marked cycle route. It was also noted that when parking is utilised around the existing zebra crossing that sight distances were not up to standard for the operating

speeds of the roadway (should be at least 50m at the critical measurements highlighted below).

A summary of the existing pedestrian crossing sight distances are:

	East Side	Central Island	West Side
Looking East	>100m	>100m	~36m
Looking West	>100m	>100m	~35m

It is proposed to connect the existing segmented on-road cycle lanes and provide a new pedestrian crossing with better critical sight distances when parking is utilised. This will be done by remarking much of the roadway, moving of islands and removal of three existing on-street car parks on the north side of the street. This is required in order to maintain an area for turning lanes which are warranted by traffic volumes at the college and Salek Street. The right turn into Mamari Street was not warranted based on trip generation and land use data. Thus it has been removed and the space reallocated to the new pedestrian crossing facility and some additional storage length for the access to Rongotai College.

A summary of the proposed pedestrian crossing sight distances are:

	East Side	Central Island	West Side
Looking East	>100m	>100m	~58m
Looking West	>100m	~64m	~33m

Other configurations for connecting on road cycle lanes were reviewed including a plan for removal of the south side parking instead of north but this option required the loss of six on-street parking spots whereas the north side only results in the loss of three.

It is also proposed to formalise the markings and parking around the airport shared pedestrian and cycle tunnel. This was another area of concern identified through the suburban cycle network planning process. Business owners in this area have requested a parking time restriction to eliminate multi-day airport parking in front of their businesses and to formalise their traditional parking configurations. These changes have been included in the proposed resolution.

This proposed resolution also formalises the current marked cycle lane on Coutts Street which is currently not included within the schedules.

Consultation letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. Officers have met on site with Rongotai College, a business owner near the airport and with 5 immediately affected households. All of the affected households have at least one off-street parking space except #169 which has a narrow drive with a deflection preventing vehicles from using it. Some of the others have more vehicles than off-street parking so they

utilise the current on-street parking. Generally the households are against the proposed changes due to the loss of the most convenient parking spaces. They noted that during busy times they may have to park across the street to get a parking spot and cross it with children. Busy times were noted as Friday nights and weekends.

Subsequent to this meeting officers have reviewed parking during these periods in addition to the typical weeknight parking review. It was found that parking on the north side midblock was never more than 65% occupied during these periods. Therefore the removal of three spots should not result in the need to cross the street with children. Residents appear to have sufficient opportunity to park on the appropriate side of the street but may have a short walk to get to the available spots.

In addition house #167 will experience a right turn restriction due the placement of the new raised concrete pedestrian refuge islands. This results in this particular household having to go to the roundabout at Tirangi Road about 260m away to turn right out safely.

Other feedback received from the households was that traffic speeds are high, surface drainage is an issue at a couple of locations and Salek Street should be stop controlled.

Typically the traffic lanes are being reduced in width which should help reduce operating speeds marginally. Places where water ponding occurs regularly have been identified on the plans and are to be reviewed by staff at the time of construction with the possibility of additional sumps to be installed if deemed necessary.

A new stop control at Salek Street has been included as it will contribute to slower speeds where pedestrians are crossing Salek Street (noted as a area of concern by other area residents) and allow for additional perception/reaction time for motorists to see other road users before proceeding. An indicative intersection model was created to assess the impacts to vehicle level of service and delays at the intersection. This analysis showed only a slight increase in delays and decrease in level of service but not below acceptable levels.

Generally the directly affected household residents did not feel a cycle lane was needed in this area and the pedestrian crossing across Coutts Street was currently in the best location and operating well.

After reviewing initial feedback, and making changes where appropriate officers recommend this Traffic Resolution to proceed as safety and effective movement should have priority over convenience.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 24 February 2015 |
| 2) Feedback period closes. | 13 March 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 16 April 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Reference: TR 22 – 15

Location: Coutts and Salek Street - Kilbirnie

Proposal: Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls

Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 415.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 222.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 248.5 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 19 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 274 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 17 metres.</i>

Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing 7.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 14 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 5 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in an easterly direction following the northern kerbline for 8.5 metres.</i>

Delete from Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Cycle Lane</i>	<i>North side, commencing 12 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.5m y=5423761.4m) and extending in an easterly direction following the northern kerbline for 166 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 17 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.8m y=5423753.3m) and extending in an easterly direction following the southern kerbline for 168 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 20 metres west of its intersection with Tirangi Road (Grid coordinates x= 1750944.3m y=5423780.6m) and extending</i>

in a westerly direction following the southern kerbline for 418 metres.

Coutts Street

Cycle Lane

North side, commencing 8 metres west of its intersection with Tirangi Road (Grid coordinates x=1750960.2m y=5423781.8m) and extending in a westerly direction following the northern kerbline for 424 metres.

Delete from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Coutts Street

Pedestrian Crossing

Commencing 294 metres west of the western kerb line of Tirangi Road (Grid coordinates x=1750786.8m y=5424004.3m)

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

Column One

Column Two

Column Three

Coutts Street

Bus Stop – At All Times

South side, commencing 233 metres west of its intersection with Tirangi Road (Grid coordinates x=1750814.2m y=5423944.9m) and extending in a westerly direction following the southern kerbline for 14 metres.

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Shared Path, Cyclists must give way to pedestrians</i>	<i>North side, commencing 178 metres east of its intersection with Tirangi Road (Grid coordinates x= 1748338.3m y=5423670.3m) and extending in a easterly direction following the northern kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>10 Hours Maximum – At All Times</i>	<i>North side, commencing 136 metres east of its intersection with Tirangi Road (Grid coordinates x= 1751092.1m y=5423695.0m) and extending in a easterly direction following the northern kerbline for 30 metres.</i>

Add to Schedule G (Stop and Give Way Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Stop Control</i>	<i>Salek Street, at its intersection with Coutts Street. (Grid coordinates x= 1750746.2m y=5424024.7m)</i>

PROPOSED TRAFFIC RESOLUTION

Reference: TR 22 – 15

Location: Coutts and Salek Street - Kilbirnie

Proposal: Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls

Prepared By: Brett McPhedran (Principal Cycling Engineer)

Approved By: Steve Spence (Chief Transport Planner)

Date:

WCC Contact:

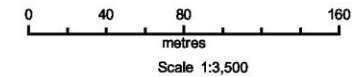
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Phone: +64 4 806 4722
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Cycle Safety Work
Coutts Street - Key Map

Filepath: G:\Road And Traffic Management\RT\115-Cycle Network Improvements\Mirror Work\Plans\Coutts St - Stated - Key Map.mxd

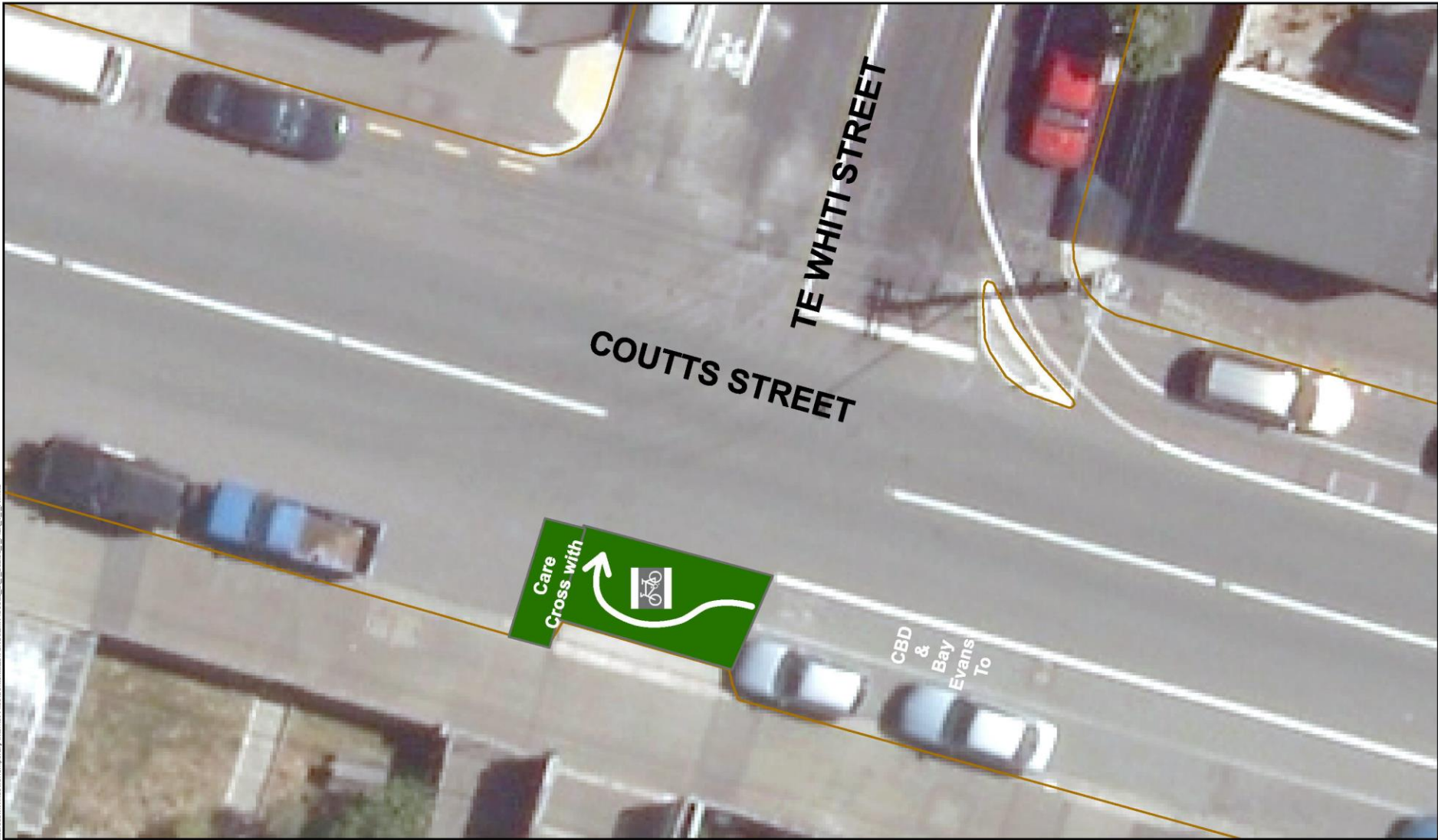
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.



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 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
 DATE: 29/09/2014
 AUTHOR: mcphed2b
 REFERENCE:

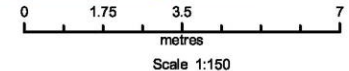
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Cycle Safety Work
Coutts Street - Plan #1

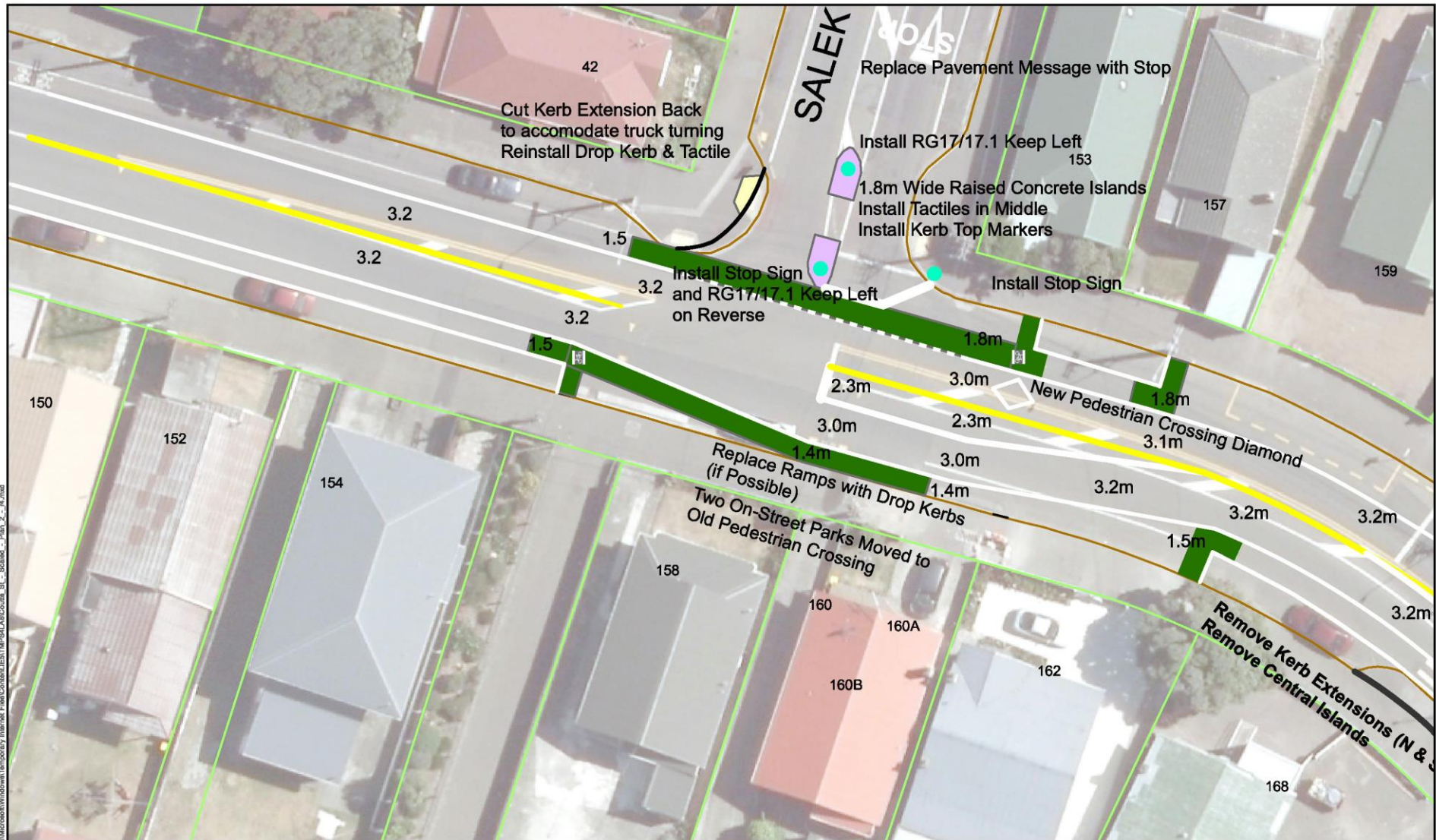
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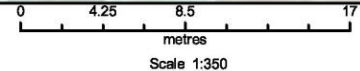
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Cycle Safety Work
Coutts Street - Plan #2

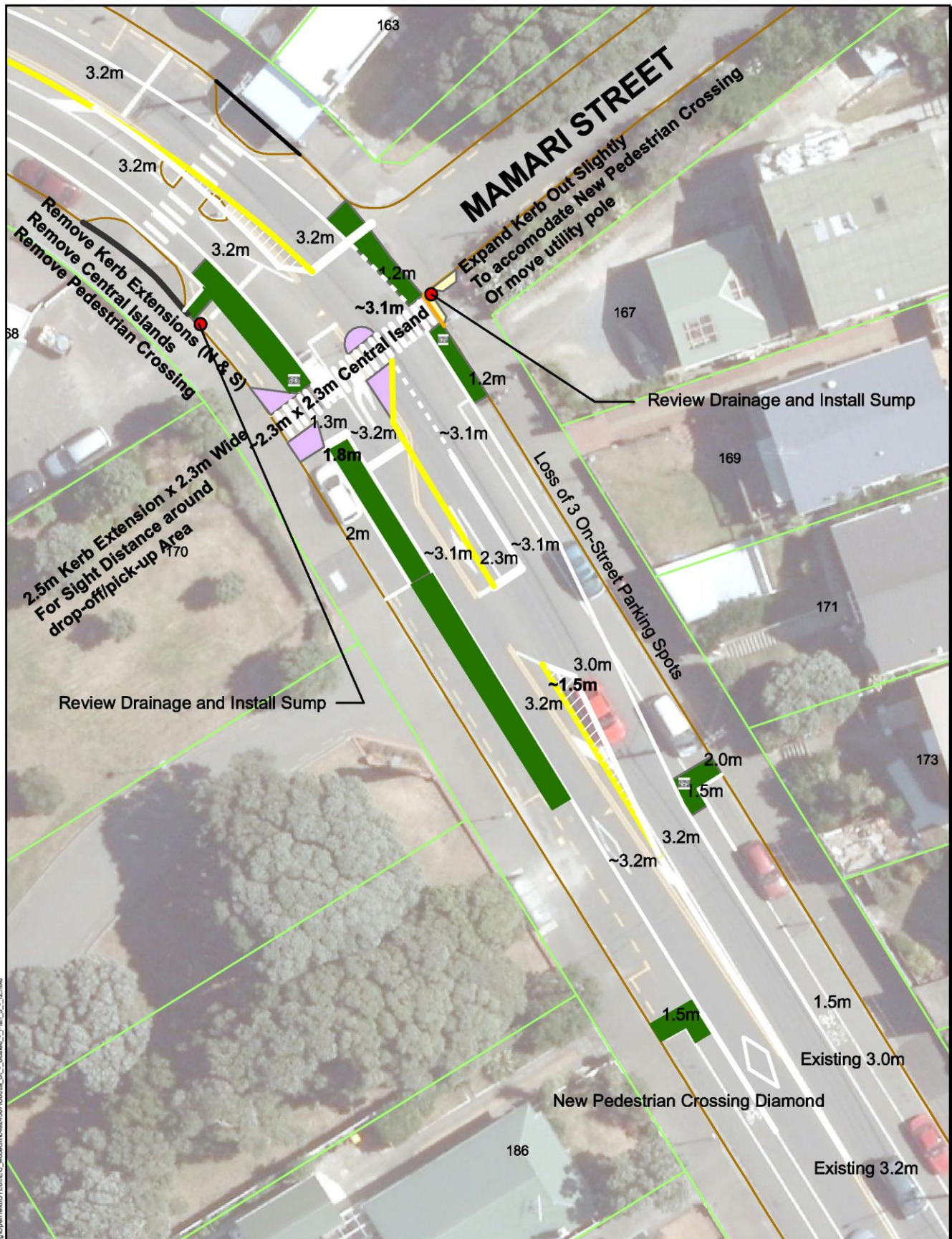
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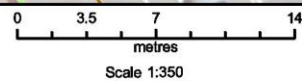
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Cycle Safety Work
Coutts Street - Plan #3

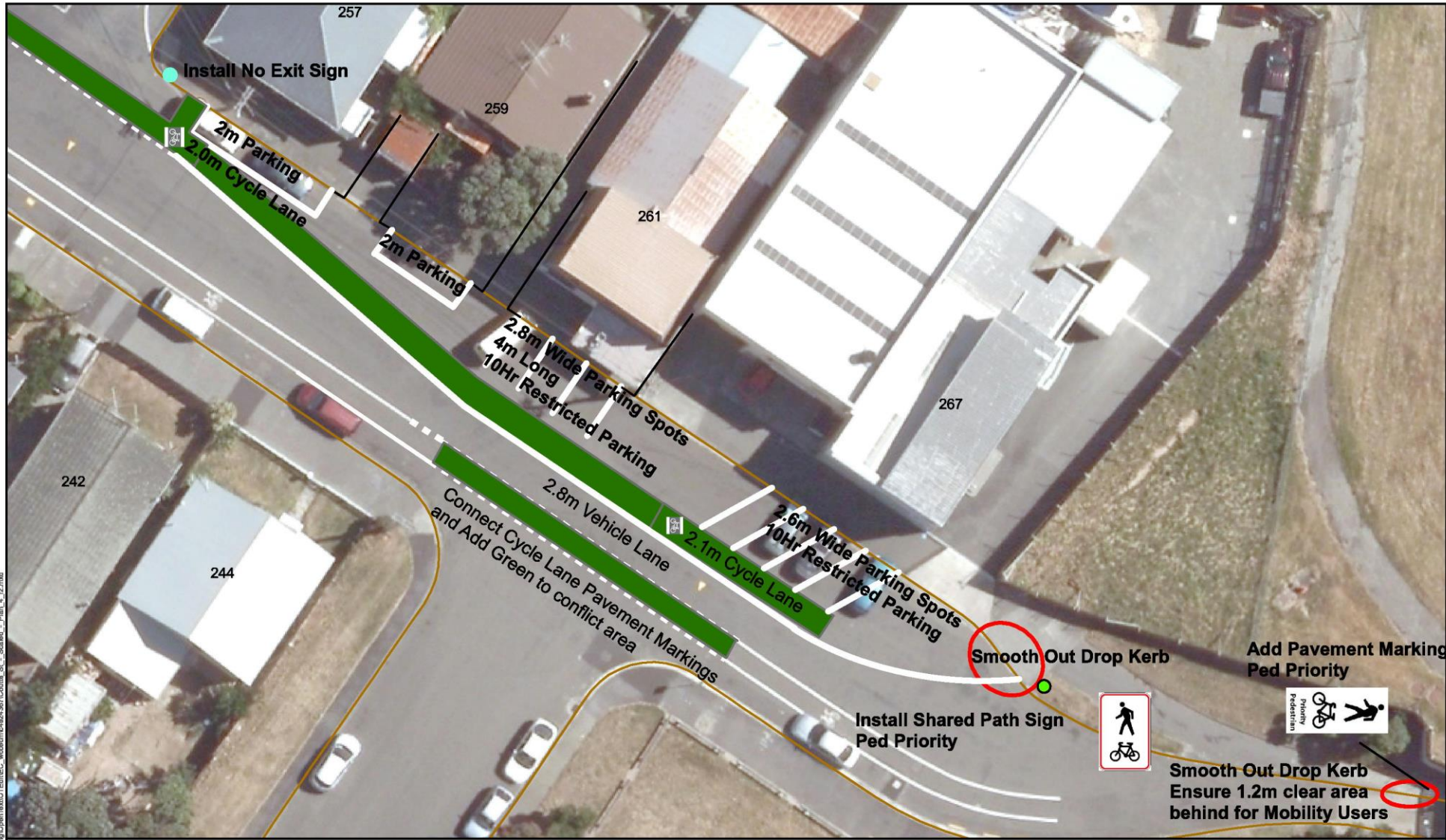


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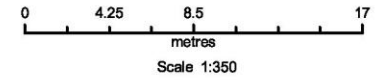
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Cycle Safety Work
 Couatts Street - Airport Tunnel West Side - Plan #4

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