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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**MINUTE ITEM ATTACHMENTS**

**Time:** 9.30am  
**Date:** Thursday, 8 June 2017  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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TR 31-17 Featherston Street, New Cycle Lanes – Cycle Aware Wellington submission



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## TR 31-17 Featherston Street, New Cycle Lanes – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Alastair Smith [agsmith37@gmail.com](mailto:agsmith37@gmail.com)

### Key points of our submission

- We support the proposals overall
- Make it safer and easier for bikes to get into the right turn lane at Bunny St
- Provide a pedestrian crossing on the north side of the Bunny St/Featherston St intersection
- Protect against vehicles going straight through from Bunny St East to Bunny St West
- There should be enforcement of the lane blocking rule
- Continue the cycle lane across Waterloo Quay
- Protect bikes from conflict when turning left from Waterloo Quay into Bunny St
- Green surface treatment should be continuous past intersections

### We support the proposals overall

These proposals formalise cycle lanes that have improved cycling in this area, and help to get more people on bikes. The introduction of a bicycle right hand turn from Featherston St into Bunny St is very useful. An informal study<sup>1</sup> showed that 30% of people biking through the Mulgrave/Thorndon intersection were trying to get to the Molesworth St area and were undertaking illegal and dangerous maneuvers to do so.

However we have some suggestions for making cycling even more attractive in this area.

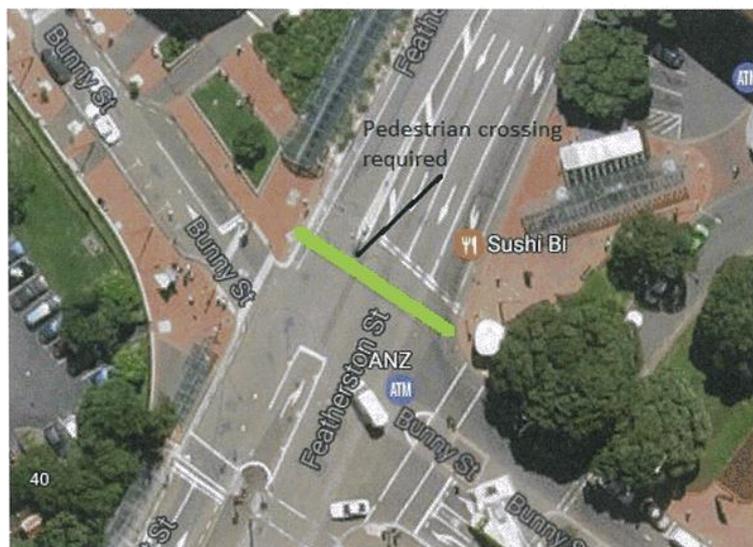
### Make it easier for bikes to get into the right turn lane at Bunny St

There needs to be consideration of how bikes get to the right turn lane. As it stands, bikes will have to cross two lanes of fast moving traffic to reach the right turn lane. A solution would be to provide a bicycle only advanced traffic light phase for south bound cyclists on Thorndon Quay at the Mulgrave St lights. Bikes could then cross to the right hand lane ahead of other traffic.

<sup>1</sup> <https://cycwell.wordpress.com/2014/12/11/cycling-a-view-from-the-office/>

### Provide a pedestrian crossing on the north side of the Bunny St/Featherston St intersection

There is a strong desire for pedestrians to cross on the north side of the Bunny St/Featherston St intersection (see photo and diagram). The underpass route via the railway station does not provide a satisfactory solution for many pedestrians.



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These pedestrians pose a danger to themselves, and also to people on bikes trying to avoid the pedestrians. Providing a pedestrian crossing here would not only facilitate pedestrian movement, but also allow bikes an option for reaching the right turn lane into Bunny St if they have failed to cross the traffic lanes.

### Protect against vehicles going straight through from Bunny St East to Bunny St West

Cyclists turning right from Bunny St East (green in diagram below) can be in conflict with vehicles going straight through into Bunny St West from the right turning lane (red). Signage should make it clear that vehicles should not use Bunny St East to access Bunny St West.



### There should be enforcement of the lane blocking rule

While the bicycle lanes in this area are appreciated, at congested times vehicles that fail to change lanes correctly can block the cycle lane. This creates risk, and makes people feel less confident about cycling. There needs to be education about this, and enforcement of the lane blocking rule, which was introduced in December 2016.

### Continue the cycle lane across Waterloo Quay

People turning right from Bunny St into Waterloo Quay can find themselves in conflict with traffic in the adjacent lane (see diagram). It would improve safety to mark the cycle lane across the intersection.

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### Protect bikes from conflict when turning left from Waterloo Quay into Bunny St

Bikes going north on Waterloo Quay and turning left into Bunny St can be pinched by other left turning vehicles. There should at least be sharrows to encourage bikes to take the lane, or better, a protected lane around the corner.



### Improve access to Fran Wilde walkway from Thorndon Quay

Fran Wilde walkway provides a useful route for bikes heading to Centreport and the waterfront. 12% of bikes passing through this area used this route<sup>2</sup>. It would help to signpost this route from Thorndon Quay, and improve the crossing of the kerb.

### Close Bunny St to through motor traffic

Access to West Bunny St between Featherston St and Lambton Quay is intended to be only for access to Victoria University, but it is used by vehicles as a rat run. East Bunny St between Featherston St and Waterloo Quay is very busy with motor vehicles, pedestrians, and bikes. It

<sup>2</sup> <https://cycwell.wordpress.com/2014/12/11/cycling-a-view-from-the-office/>

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would improve safety, and make the area a more pleasant introduction to Wellington, if both sections of Bunny St were closed to through motor vehicle traffic. Whitmore St is the logical route for through motor vehicle traffic.

### **Green surface treatment should be continuous past intersections**

The plans show the green surface treatment as broken when passing intersections (at Mulgrave St, and the Railway Station entries/exits). The green treatment should be continuous to reinforce bicycle priority - just dash the white edge lines.

### **About Cycle Aware Wellington**

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 1,500 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington  
5 May 2017



**TR31-17 Featherston Street, Bunny Street and Thorndon Quay,  
Pipitea - New Cycle Lanes**

Submitter: Cycle Aware  
Agree: Yes

*See attached submission.*

**Officer's Response:**

Thank you for your submission, expressing your support for the proposed improvements detailed in (TR 31-17 Featherston Street , New Cycle Lanes).

The following are Responses to the key points expressed within your submission:

- 1. Make it safer and easier for bikes to get into the right turn lane at Bunny St**  
As part of the proposed improvements detailed within the report we are going to install a feeder lane on the far right of Featherston Street leading into the intersection with Bunny Street, to allow cyclists to ride up to the front of the intersection if they are wishing to turn right into Bunny Street. We will look at the feasibility of having an advanced traffic light phase for people on bikes when exiting the Thorndon Quay/Mulgrave Street signals when heading south, therefore giving people on bikes the opportunity to get a "head start" on the motorists, in order to move into the right lane for the movement into Bunny Street at the next set of signals.
- 2. Provide a pedestrian crossing on the north side of the Bunny St/Featherston St Intersection**  
We note your submission, however this is outside the scope of this traffic resolution for the committee to consider at this time.
- 3. Protect against vehicles going straight through from Bunny St East to Bunny St West.**  
As part of our plans we will be carrying out a minor line marking change at the Bunny St West approach. We will be changing the painted arrow road marking here to just allow for a right turn movement here, whilst the left hand lane on Bunny Street will be the designated lane for the straight through movement into Bunny Street east and the left turn Movement onto Featherston Street. It is expected that this will remove the conflict of having vehicle's whom are travelling straight through the intersection then cross the right turning cyclists.
- 4. There should be enforcement of the lane blocking rule**  
We note your submission, however this is outside the scope of this traffic resolution for the committee to consider at this time.
- 5. Continue the cycle lane across Waterloo Quay.**  
To help reduce the conflict experienced between right turning vehicles and cyclists when turning from Bunny St onto Waterloo Quay. Council proposes the application of painted white continuity line to commence to the left of the left right turn lane from

Bunny Street and to continue through the intersection to such a point that people in vehicles and those on bikes are safely guided through the intersection. The same treatment will also be applied for right turning cyclists and vehicles at the other end of Bunny Street in order to move safely onto Featherston Street heading north.

**6. Protect bikes from conflict when turning left from Waterloo Quay into Bunny St.**

As part of these improvements, further enhancements and safety improvements may be considered for left turning cyclists going from Waterloo Quay into Bunny Street.

**7. Green surface treatment should be continuous past intersections**

We note your submission, however this is outside the scope of this traffic resolution for the committee to consider at this time.

We will continue to look at how to integrate cycling facilities within the roading network.

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**Submitter:** Ron McGann  
**Agree:** Yes

The cycle lanes specified in TR 31-17 look good, especially the extension of the Rutherford House northbound section of Featherston St across Mulgrave St to Thorndon Quay. Will there be any PW35 signs for the left turn from Mulgrave St into Thorndon Quay to warn drivers that cyclists are crossing the intersection there (currently there is a GIVE WAY sign, but buses use this left turn into Thorndon Quay and rush up to the GIVE WAY sign which is a bit threatening to northbound cyclists at times)?

When cycling south on Featherston St I don't usually bother turning left into Bunny St to get to Waterloo Quay and the harbour promenade. I prefer to continue south to turn left into Whitmore St, cross Waterloo Quay and then on to the harbour promenade. The reason for this is that at the Waterloo Quay/Bunny St intersection it seems that Waterloo Quay traffic gets maybe 90% of the traffic signal phase and less trafficked Bunny St involves a longer wait for a green signal. On the other hand Whitmore St is much busier and there seems to be less waiting time for a green signal to cross Waterloo Quay. After all, even for cyclists, time is money!

I had one thought about the current arrangement of turning arrows on Bunny St roadway at the intersection with Featherston St and wonder if this will be changed with the new cycle lanes in TR 31-17.

**INTERSECTION OF BUNNY ST/FEATHERSTON ST:**

At present there are two traffic lanes westbound, with a short cycle lane between them. The left traffic lane is (indicated by a left turn arrow on the roadway) for left turns only from Bunny St into Featherston St. The right traffic lane is (indicated by a right turn arrow on the roadway) is for right turns only from Bunny St into Featherston St.

The traffic signals opposite have a full green and a right turn green filter (photo). The full green signal presumably indicates that traffic can continue from Bunny St across Featherston St into the continuation of Bunny St outside Rutherford House. (This section of Bunny St is only available to buses, taxis, bicycles and vehicles for Victoria University). This seems to be in conflict with the direction arrows on the roadway which are mandatory and indicate that vehicles can only turn left or right from Bunny St into Featherston St but NOT cross Featherston St into the section of Bunny St outside Rutherford House.

However, sometimes GO Wellington buses cross Featherston St to bus stops in Bunny St outside Rutherford House (photo). This conflicts with the RIGHT TURN ONLY arrow in the right traffic lane. Currently if a cyclist is waiting in the cycle lane between the two traffic lanes in Bunny St and wishes to turn right into Featherston St and continue to Thorndon Quay and there is a bus in the right traffic lane intending to continue straight across Featherston St to the section of Bunny St outside Rutherford House, there is a risk that the bus driver may not see the right turning cyclist and hit him/her. This bus manoeuvre is not allowed by the right turn only arrow on the roadway, but it seems there will two right turn lanes with right turn only arrows in the proposed changes in TR 31-17. It seems with the current arrangement of road arrows that the only legal way buses can enter Bunny St by Rutherford House is to head north along Stout St then make a LEFT turn into Bunny St.

One other thought is about a slight modification at the intersection of Thorndon Quay/Mulgrave St for southbound cyclists only.

#### **SOUTHBOUND CYCLISTS AT TRAFFIC SIGNALS AT INTERSECTION OF FEATHERSTON ST/THORNDON QUAY/MULGRAVE ST:**

Just south of these traffic signals (photo) the special vehicle lane (cycle lane) outside the railway station begins. Currently cyclists have to stop when the southbound traffic signals at this intersection are red (while traffic turns right from Mulgrave St into Featherston St). The road markings clearly indicate the path of this right turning traffic (including cyclists), which is well clear of the path usually taken by southbound cyclists moving from the limit line (by the pedestrian crossing) to the beginning of the existing cycle lane by the railway station.

Instead of southbound cyclists being required to stop for a red signal at this intersection could they have an equivalent FREE LEFT TURN (**cyclists only!**) and move south through a red signal to the marked existing cycle lane?

Modifications required would include:

- An extension of about 4 metres (northbound) from the existing cycle lane marking to the pedestrian crossing (but **not** across the pedestrian crossing)
- This short extension of the cycle lane could be delineated/separated from the traffic lane by flexible plastic poles (as used on the footpath extension outside NEC building in Taranaki St). There appears to be adequate separation from any vehicle traffic turning from Mulgrave St into Featherston St (photo) and cyclists coming from Mulgrave St can MERGE LIKE A ZIP with southbound cyclists (if any) from Thorndon Quay.
- Pedestrian safety for pedestrians crossing Featherston St could be covered by either a sign CYCLISTS GIVE WAY TO PEDESTRIANS (there are lots of these on shared footpaths already) OR a bicycle traffic signal which would be a green arrow for

southbound cyclists on the far left (photo) travelling to the cycle lane outside the railway station, **EXCEPT** when there is a pedestrian light phase across Featherston St when the bicycle traffic signal would be RED.

I hope that I have explained the above suggestion clearly.

**Officer's Response:**

Thank you for your submission, expressing your support for the proposed improvements detailed in (TR 31-17 Featherston Street, New Cycle Lanes).

See below the individual responses to your queries:

1. Will there be any PW35 signs for the left turn from Mulgrave St into Thorndon Quay to warn drivers that cyclists are crossing the intersection there (currently there is a GIVE WAY sign, but buses use this left turn into Thorndon Quay and rush up to the GIVE WAY sign which is a bit threatening to northbound cyclists at times)?

We will not be placing PW35 signs on the Mulgrave Street left turn approach to Thorndon Quay. The application of green surface treatment across this turn will help highlight the conflict point of cyclists heading north along Thorndon Quay to those in vehicles making the left turn from Mulgrave Street.

2. I had one thought about the current arrangement of turning arrows on Bunny St roadway at the intersection with Featherston St and wonder if this will be changed with the new cycle lanes in TR 31-17.

As part of our plans we will be carrying out a minor line marking change at the Bunny St West approach. We will be changing the painted arrow road marking here to just allow for a right turn movement here, whilst the left hand lane on Bunny Street will be the designated lane for the straight through movement into Bunny Street east and the left turn Movement onto Featherston Street. It is expected that this will remove the conflict of having vehicle's whom are travelling straight through the intersection then cross the right turning cyclists.

**3 . SOUTHBOUND CYCLISTS AT TRAFFIC SIGNALS AT INTERSECTION OF FEATHERSTON ST/THORNDON QUAY/MULGRAVE ST:**

Just south of these traffic signals (photo) the special vehicle lane (cycle lane) outside the railway station begins. Currently cyclists have to stop when the southbound traffic signals at this intersection are red (while traffic turns right from Mulgrave St into Featherston St). The road markings clearly indicate the path of this right turning traffic (including cyclists), which is well clear of the path usually taken by southbound cyclists moving from the limit line (by the pedestrian crossing) to the beginning of the existing cycle lane by the railway station.

Instead of southbound cyclists being required to stop for a red signal at this intersection could they have an equivalent FREE LEFT TURN (cyclists only!) and move south through a red signal to the marked existing cycle lane?

We note your submission, however this is outside the scope of this traffic resolution for the committee to consider at this time.

# Prince of Wales Park

Proposed Water Reservoir Impacts

## Risk

- 35M litres =
- 35,000 m<sup>3</sup> =
- 35,000 tonnes
- Very large on national and international scales for this type of structure.
- It is not possible to design it to guarantee not to rupture in a large quake. Multiple complex forces on large structure.
- Rupture = thousands of tonnes of earth, water, concrete and trees descending on houses and people = Lives lost !

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## Risk continued

- “Eggs in one basket”. Mitigation:
  - Spread eggs to multiple baskets. i.e.
  - Multiple small reservoirs in multiple geographically dispersed locations.
  - Smaller volumes = higher resiliency and low risk to humans and property.
  - E.g. 4M litres x 9 Reservoirs.

## Visual Impacts

- Raising fields (1.2 – 1.5m) means:
  - Loss of space to stepped and ramped access
  - Large and deep retaining walls and new drainage
  - Higher fences
  - Loss of privacy
  - Increased risk to personal injury and property damage from balls falling from greater heights
  - Dramatic changes in landscape.

# Current state (showing 1.5m mark)



## Current state



## Future State (WW proposal)



# Future State (WW proposal)

