
ORDINARY MEETING

OF

KOATA HĀTEPE | REGULATORY PROCESSES COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30am
Date: Thursday, 1 December 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

Business

Page No.

2.1 Ngaio and Aro Valley Transitional Cycleway Traffic Resolution Hearings

1.	Robert Quigley-Slides	2
2.	Hayden Hockley-Slides	11
3.	Steve Ching-Slides	17
4.	Nigel Charman-Slides	25
5.	Eldon Tate-Slides	29
6.	Philip Dinniss-Slides	36
7.	James Sullivan-Slides	45
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Ngaio connections submission

Robert Quigley

Robert Quigley

- Lived in Wellington for 25 years, the last 14 years in Ngaio.
- My main form of transport is a private car
- I now work at home full time thanks to Covid
- I cycle into the city once a week for daytime meetings. The meetings are not usual 'business hours', say returning home at 11am, or 1.30pm.
- Pre-COVID, I commuted to the city for 12 years. I cycled in 2 to 3 days a week, took the bus, train or car for the other 2 to 3 days per week. I know the route very well, across modes.
- I have two kids: 10 and 12 years old.
- I am a consultant regularly working for Council's on large projects, including transport. My specialisation is understanding how projects affect communities: social research.

Overall submission

- I strongly support treatment of the whole route to improve pedestrian and cycle safety
- When I cycle, what's running through my mind the whole time is 'Get to the destination in one piece.' When I drive, it's don't harm anyone.
- I have never let my children cycle the route to the city – the route is too unsafe.
- Because I work from home, I use the route outside of usual business hours, as would school children. Therefore, I don't support a 4-7pm option only.
- I do not support the proposed treatment at the Southern-end of Kenya street, just as it turns down Ngaio Gorge Road. This area needs treatment, just not what is proposed.

The worst part of my bike ride: The southern end of Kenya St. Currently very tight and people in cars attempt to overtake people on bikes. Proposed left hand painted cycle lane – which is fine up to here.



Bikes in centre of lane to prevent being passed on a blind corner, intersection RHS. Setting up my bike space for around the corner too.



Ngaio Gorge Road: People in cars try to pass here too. There is a proposed pedestrian crossing and the left-hand painted cycle lane. Note the Perth Street intersection on the left, another on the right. For safety, people on bikes must be in the centre of the road here. It sets up the downhill centre ride and provides visibility of people on bikes to those turning from Perth Street.



Treatment problem at Kenya/Ngaio Gorge:

The proposed left-hand painted cycle lane says people on bikes should stay left. This reduces Perth St visibility and enables people in cars to pass, at speed, as they approach a pedestrian crossing and intersections.

Possible Solution:

- Instead, use a design (paint, sharrows, other treatment) to bring the people on bikes and cars together earlier, at the Southern end of Kenya St.
- This will legitimise people on bikes being in the centre of the road.
- It will slow cars down prior to the pedestrian crossing, blind corner and multiple street entrances. It will prevent people in cars overtaking bikes. It provides good visibility for people on bikes to Perth Street vehicles and sets up the down hill ride. Improves safety of pedestrians on the crossing too.

Thank you!

Rob Quigley

9 Carroll Street, Ngaio

rob@quigleyandwatts.co.nz



























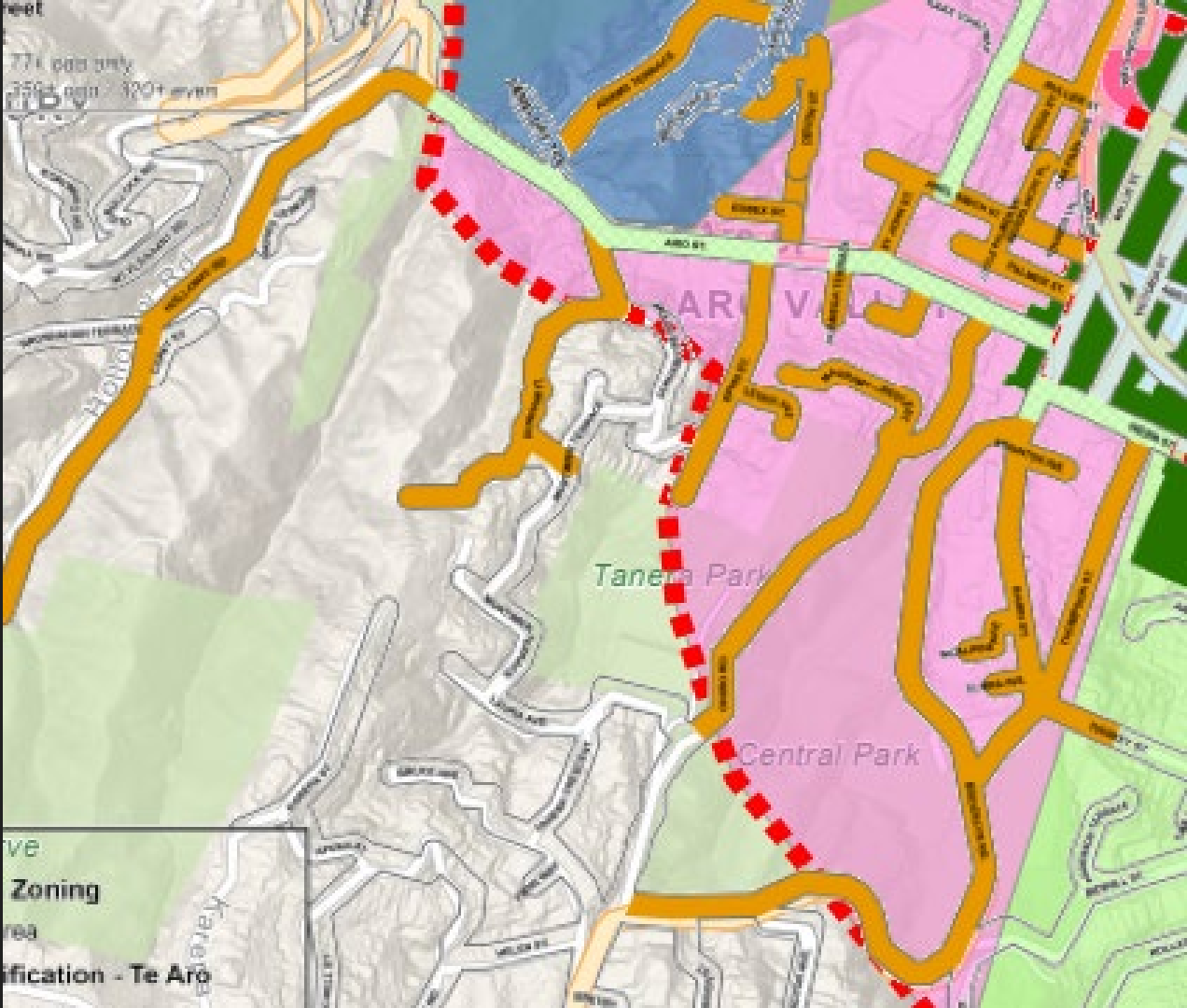


Aro Valley Connections

Nigel Charman

Parking in Aro Valley

Coupon parking (coloured)
and residents parking
(brown)

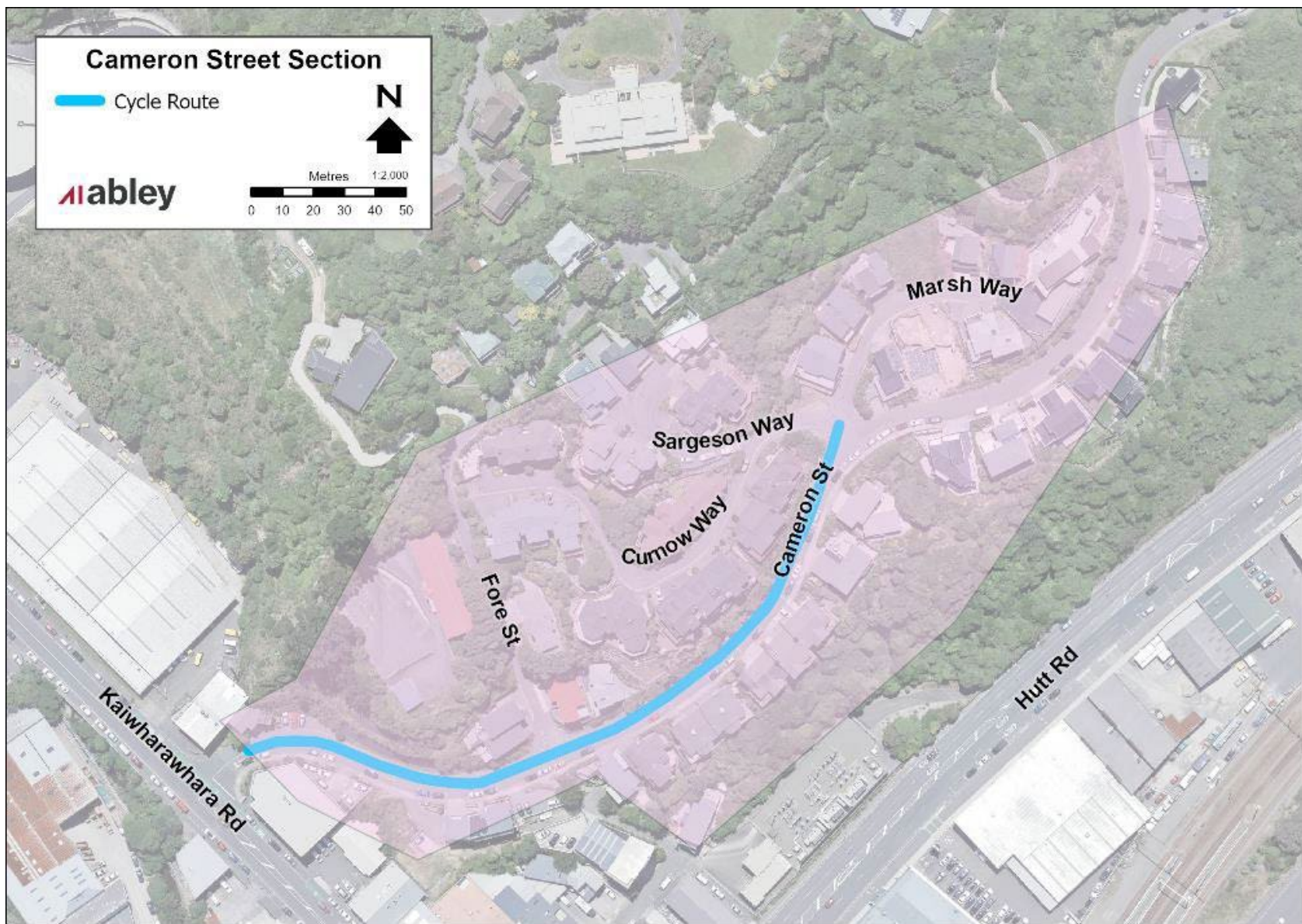


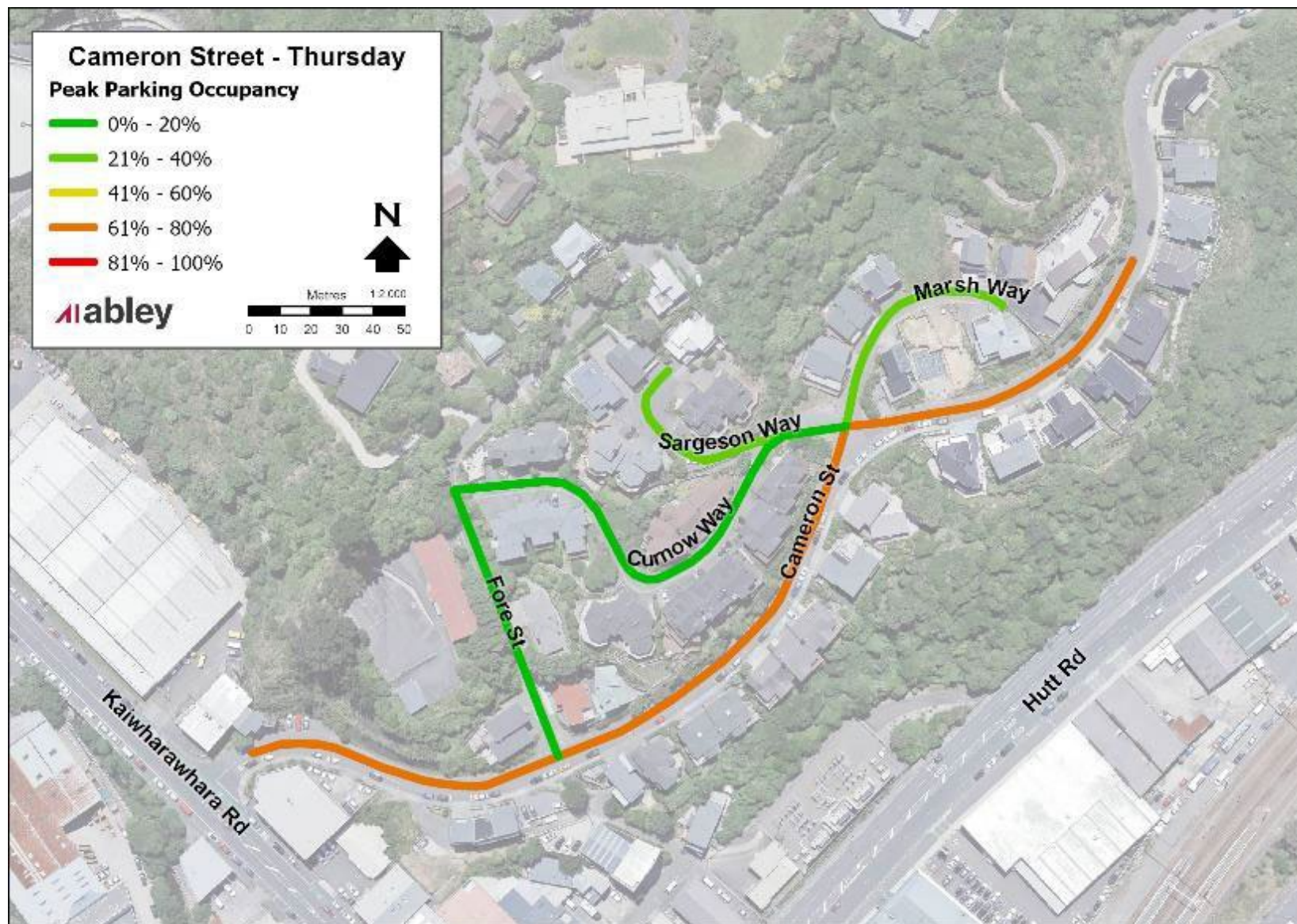


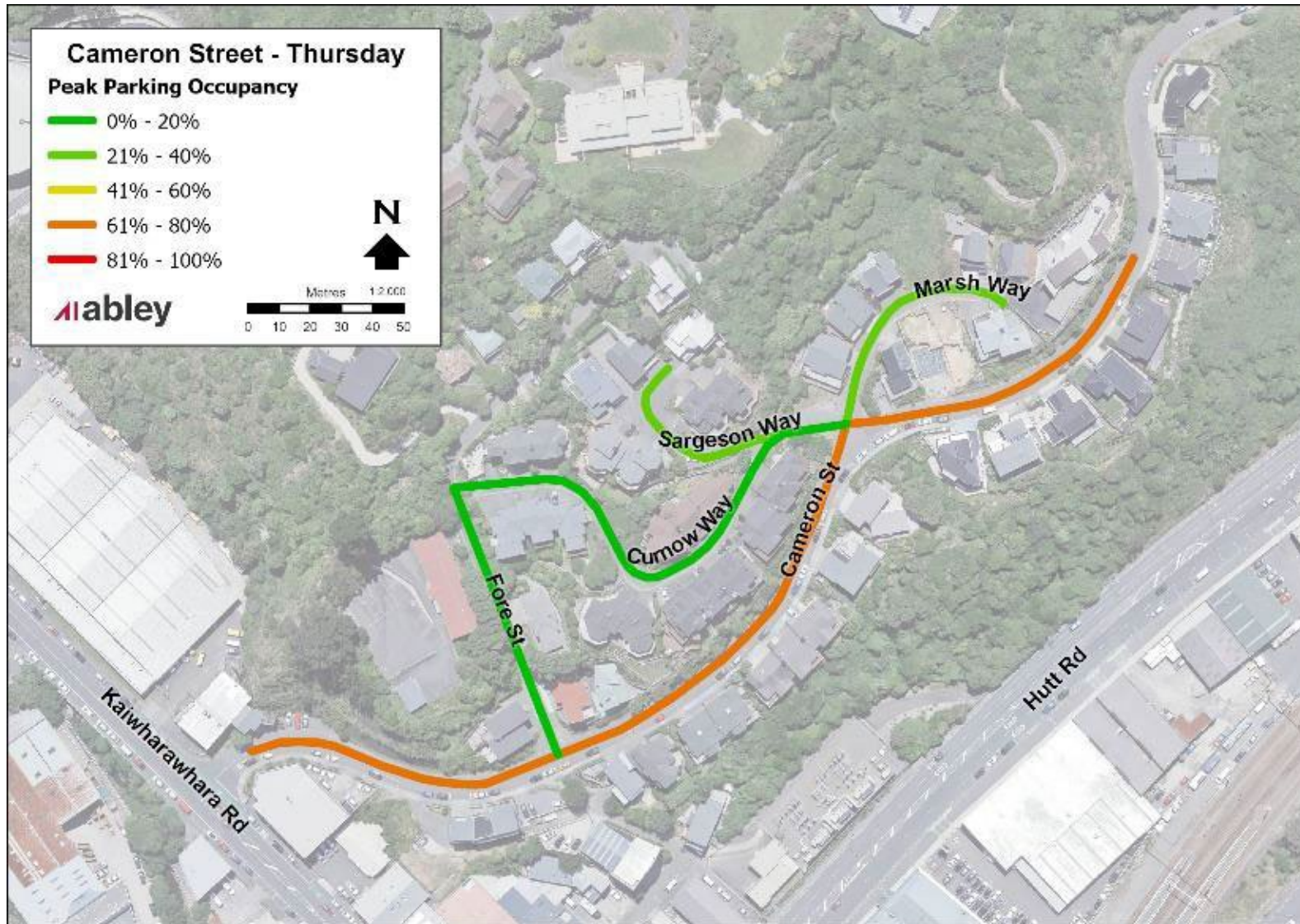
Line of sight at either end of Little Palmer Lane



Choke points on shortcut route







- Fore St
- Curnow Way
- Sargeson Way
- Marsh Way

ALL ~ 3m wide
small residential
streets

Average car width
1.8 m

Cannot be
considered parking
stock without
encouraging illegal
parking activity

Cameron Street - Thursday

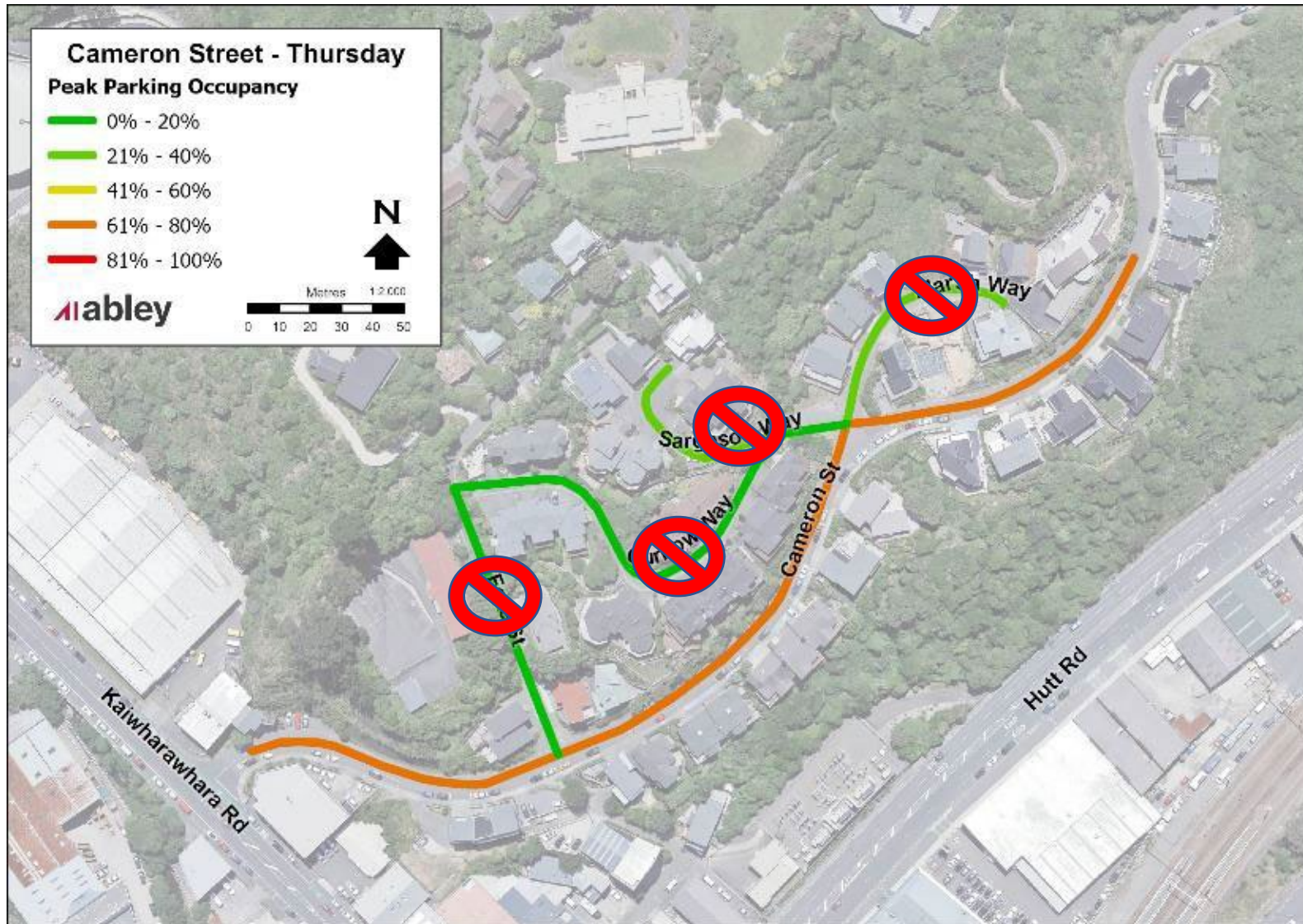


- Fore St
- Curnow Way
- Sargeson Way
- Marsh Way

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So why were they included?

Because including unusable streets fudges the numbers to decrease the impact to below council policy guidelines
Actively misleads the report reader

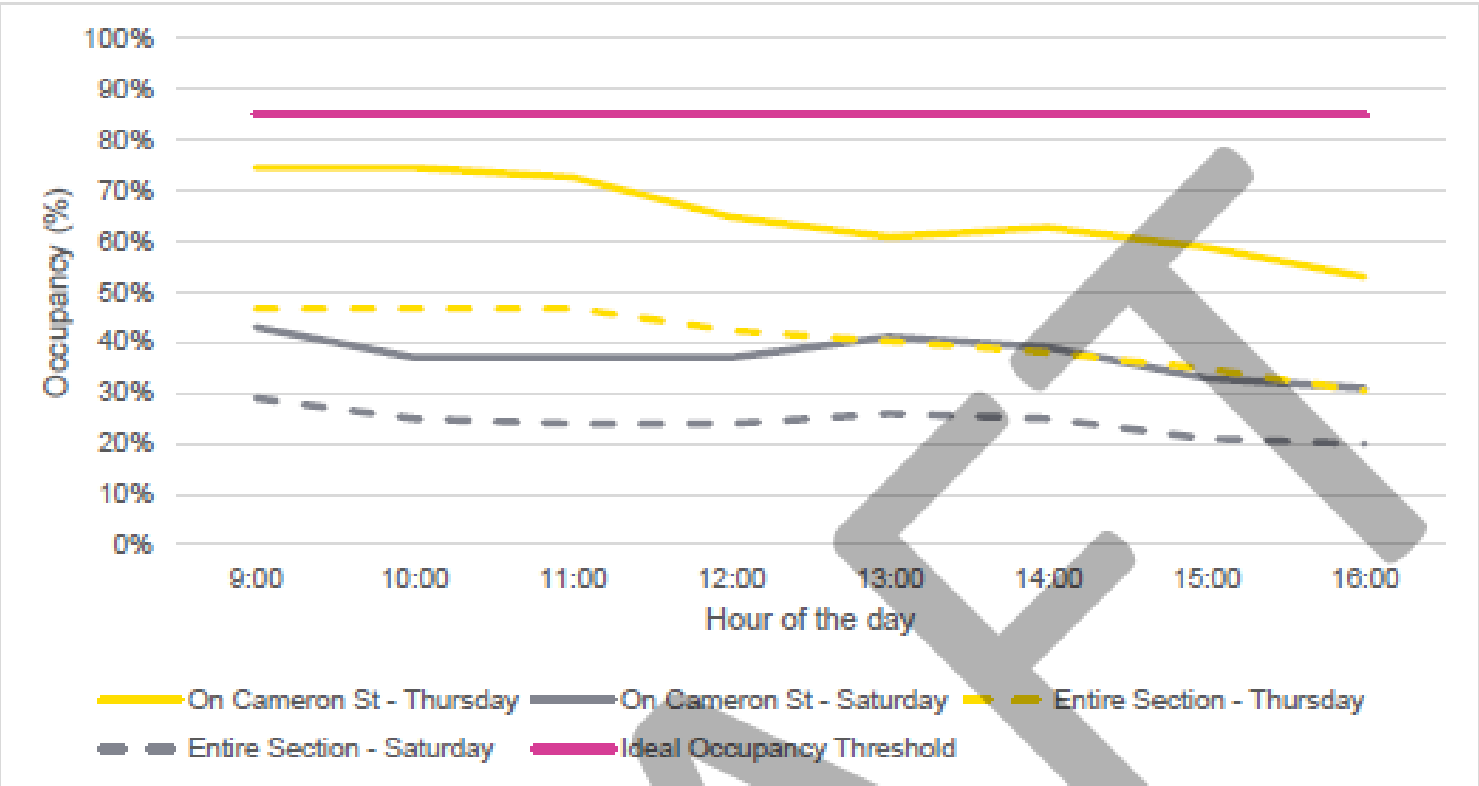


Figure 16 Parking occupancy from both survey days compared to the ideal parking occupancy of 85%

Table 9 Parking inventory for the Cameron Street section

Restriction	Overall section inventory	Cameron Street uphill inventory	Cameron Street downhill inventory
Unrestricted	84	0	43

Because including unusable streets fudges the numbers to decrease the impact to below council policy guidelines and actively misleads the report reader

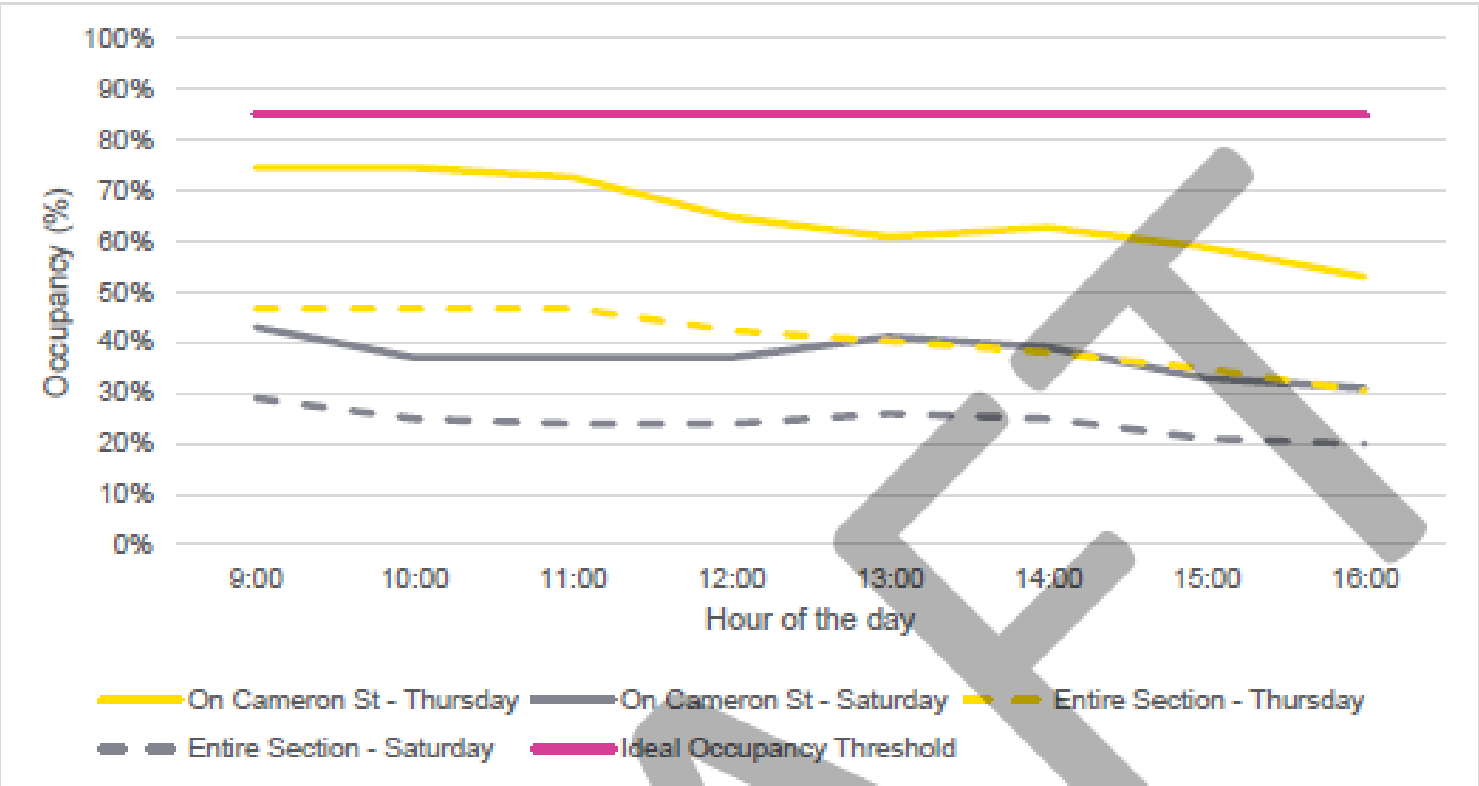


Figure 16 Parking occupancy from both survey days compared to the ideal parking occupancy of 85%

- 75% - 55% current occupancy for Cameron St
- An anticipated increase in demand of 22 vehicles
- + 50% increase to occupancy for Cameron St
- > 100% occupancy impact to residents during weekdays
- 99% occupancy weekends

FALSE reporting on the traffic impact!

Cameron St & Kaiwharawhara Rd assessments as well as MCA effected

Table 9 Parking inventory for the Cameron Street section

Restriction	Overall section inventory	Cameron Street uphill inventory	Cameron Street downhill inventory
Unrestricted	0	0	43



Aro Valley Cycleway Project

Raroa Road – Norna Crescent to Plunket
Street

Philip Dinniss



Norna Cres Intersection with Raroa Road





Raroa Road/Plunket Street Roundabout



Khandallah 25
Ngalo Corse

metlink



LEONARD ST







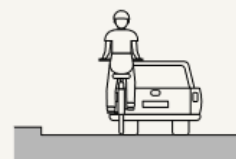
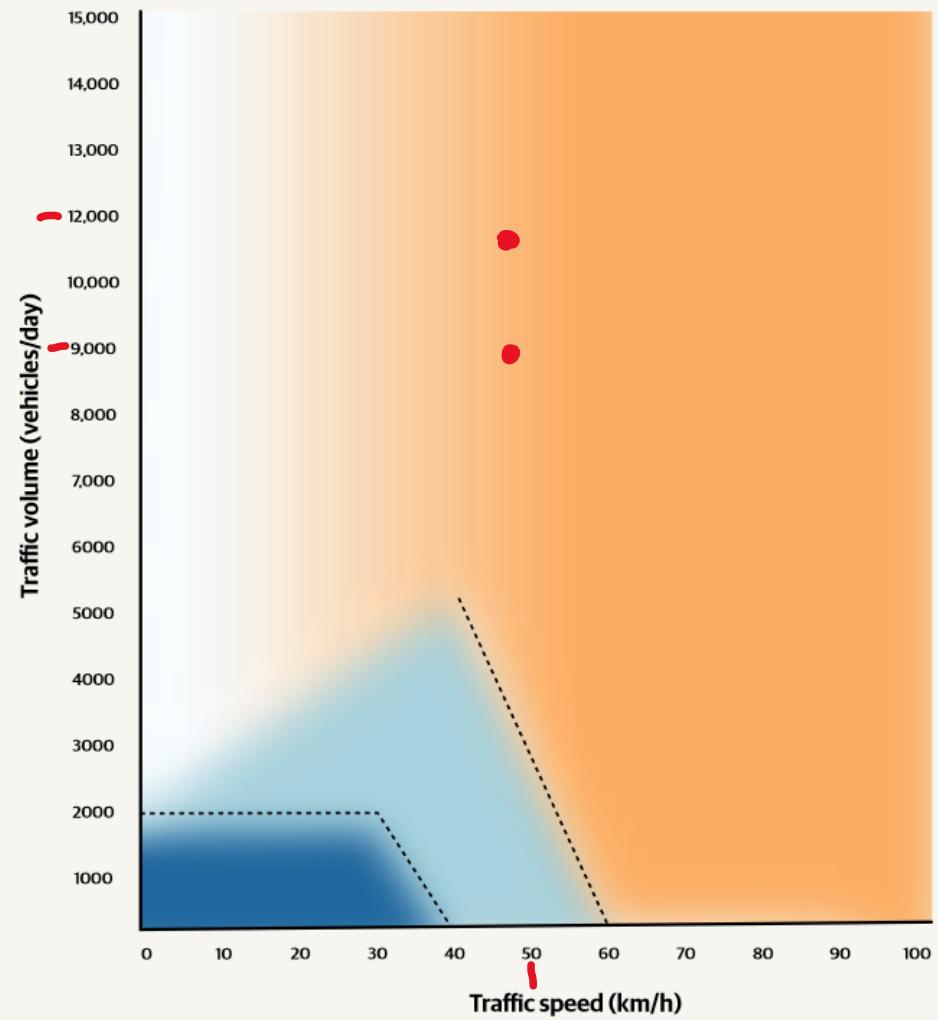
Raroa Rd tradesmen parking for new build



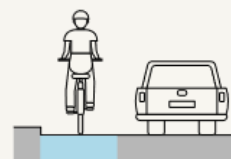


Current one side of road parking

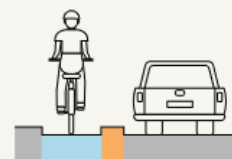
Preferred separation of bikes and motor vehicles, by traffic speed and volume



Shared/mixed traffic



Bike lanes



Bike paths

SPOTLIGHT
J. A. Russell Ltd
ELECTRICAL & DATA SUPPLIERS

City Centre
Thorndon
Picton



HIREMASTER
MOBILE
EVENTS

Ngalo
Keiwharau











Private property from the bricks to Bridle Path







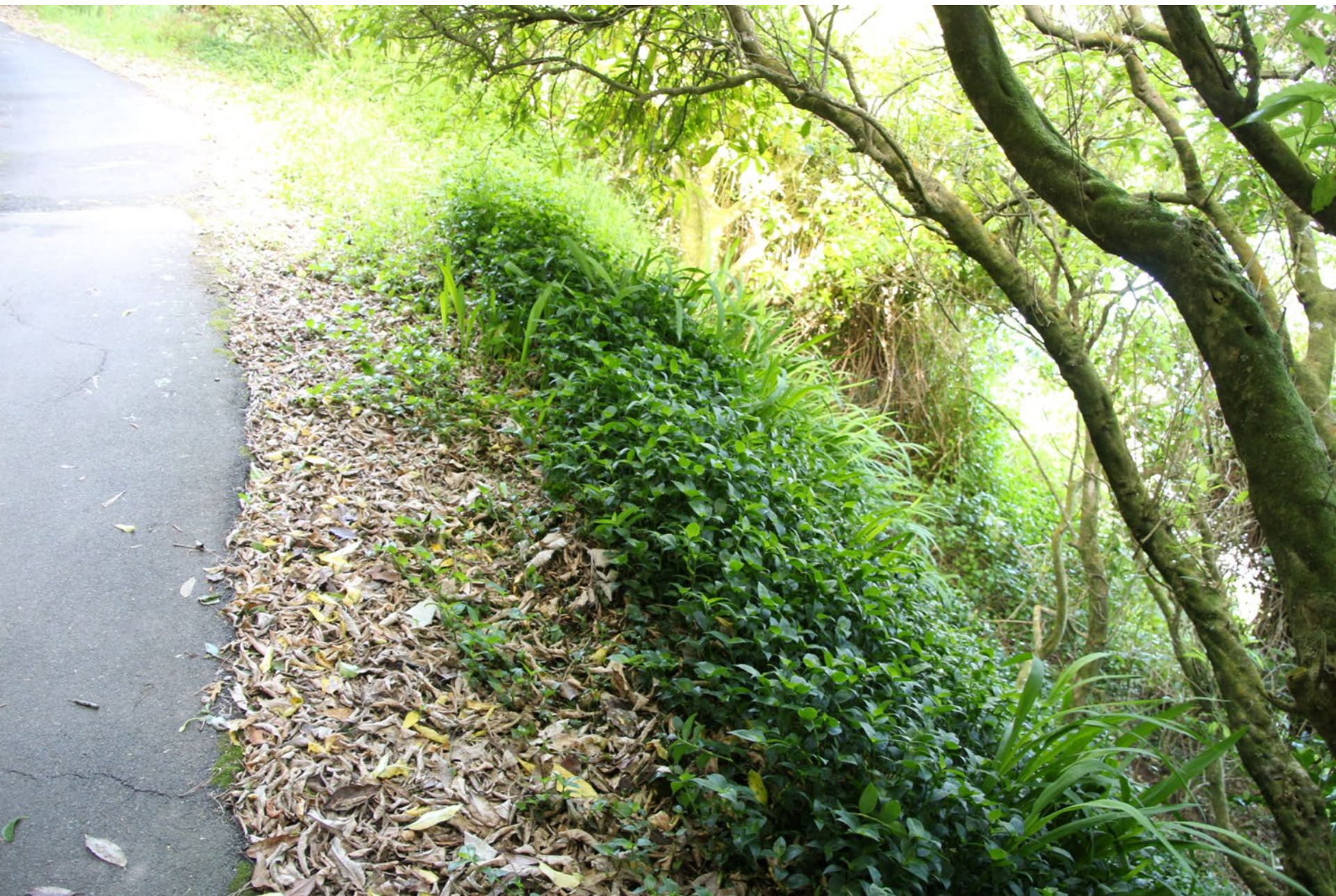
































NGAIO CONNECTIONS PROJECT

Proposed changes affecting
Cameron Street, Kaiwharawhara



Safety for downhill cyclists



Safety for downhill cyclists and motorists



Safety for downhill cyclists and motorists



Safety for downhill cyclists and motorists



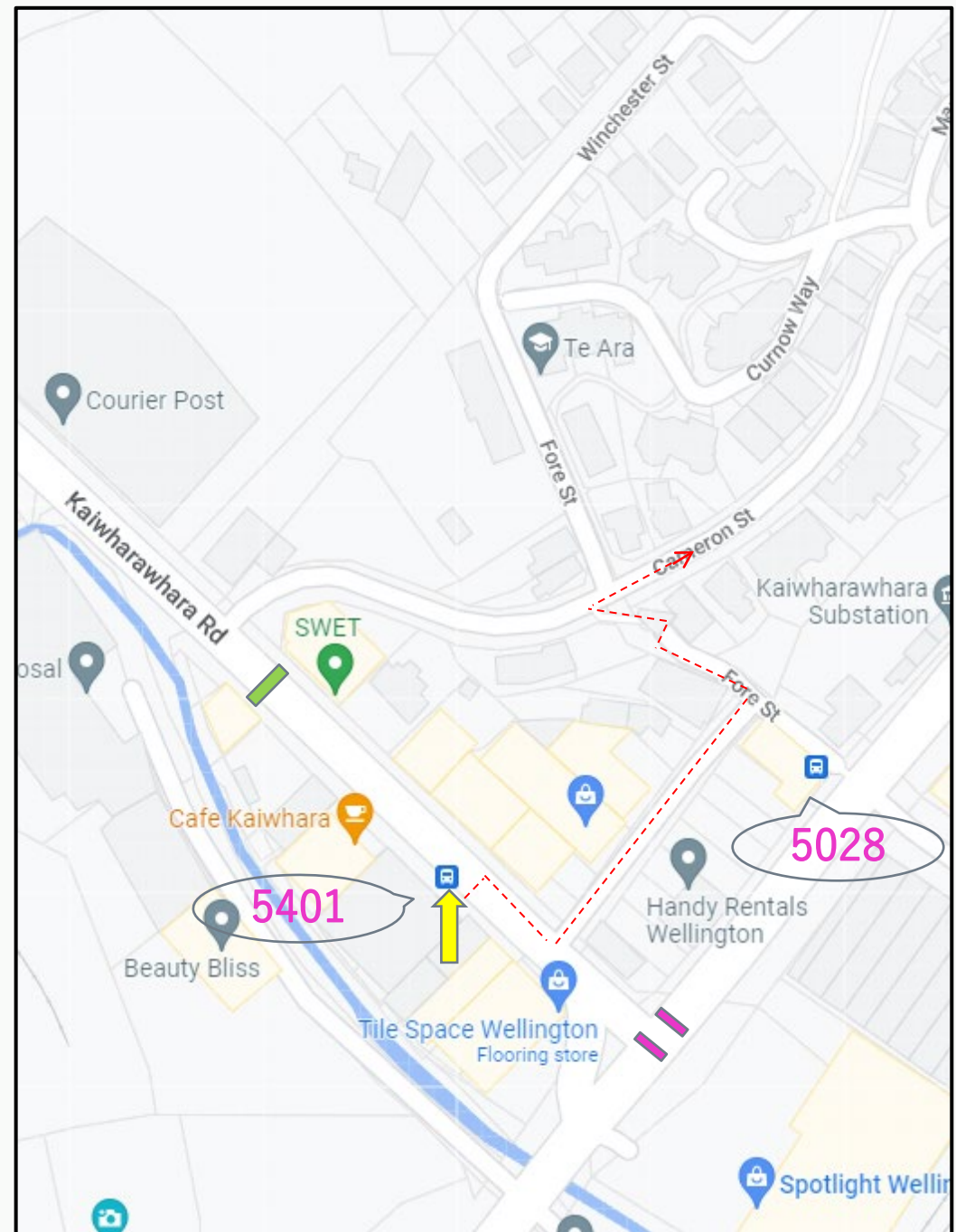
Safety for walkers



Kaiwharawhara Road – Pedestrian Crossing



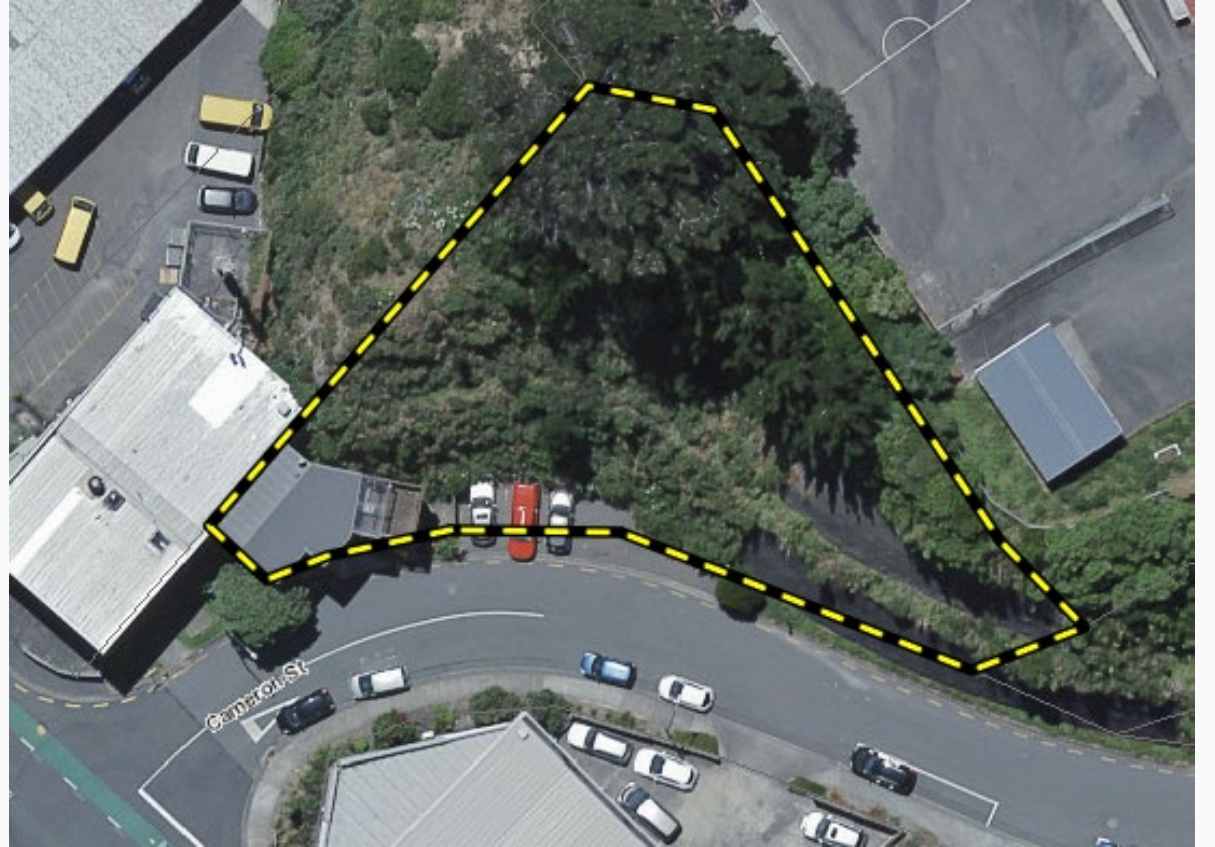
Kaiwharawhara Road – Pedestrian Crossing



Damage to local businesses



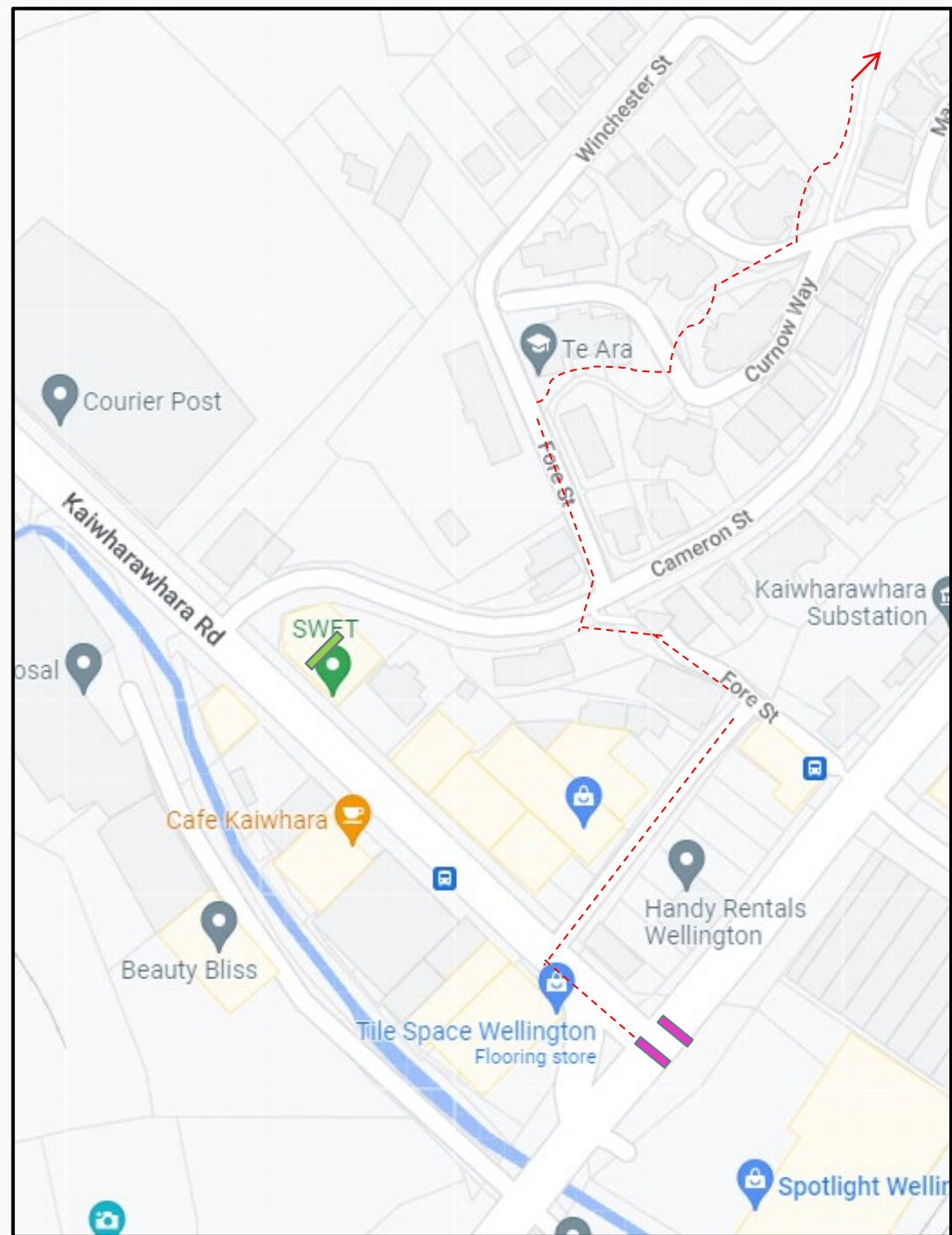
Damage to local businesses



Long term
maintenance
for this
proposal



Alternate option to mitigate safety concerns























About Holloway Road

81 Households in 2018

19% don't have a car, 48% have 1 car, 33%, have 2 or more cars

35% walk - 12% bike, 31% drive, 23% take the bus to work

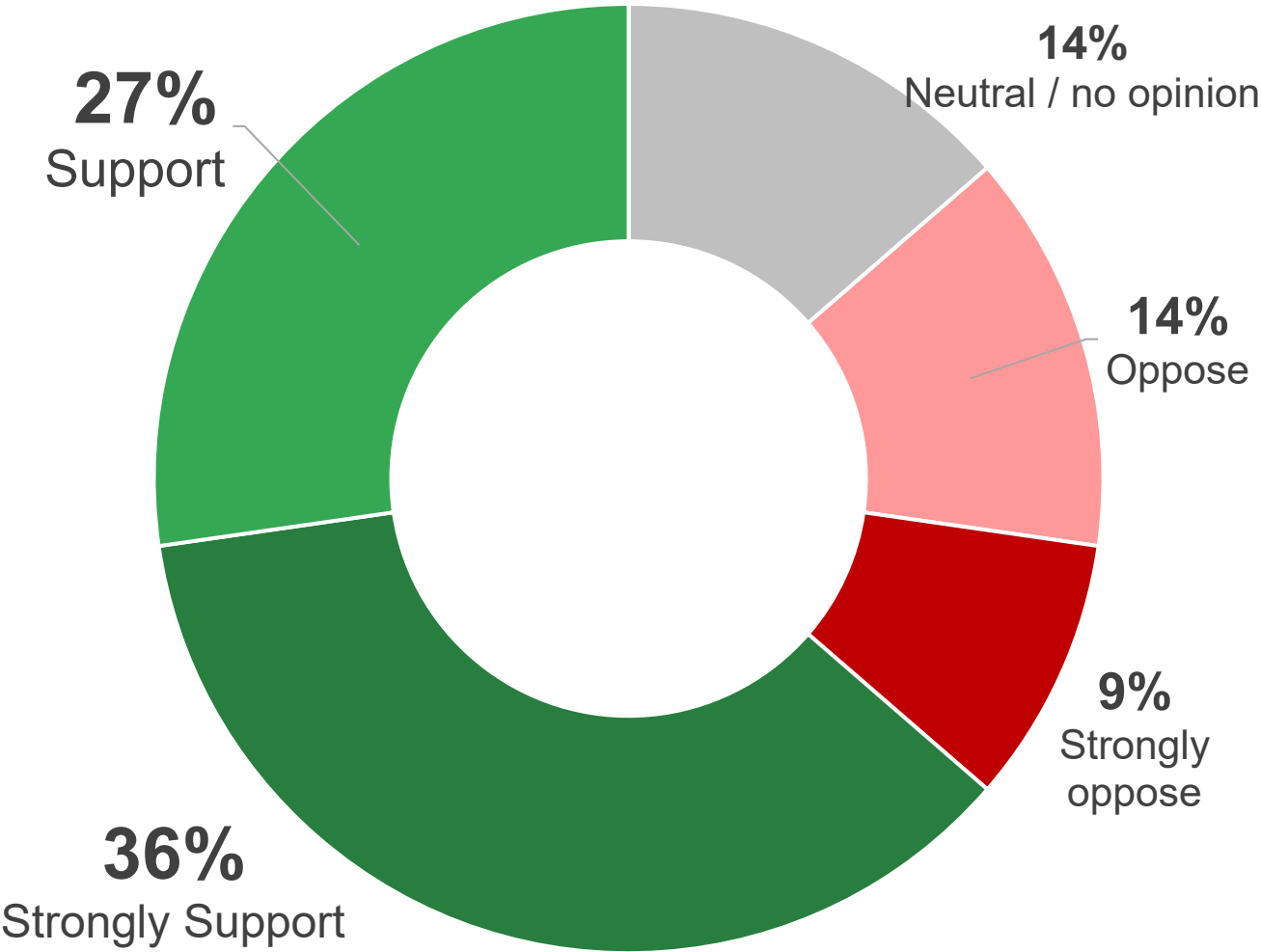
A mix of ages & backgrounds (students, families, people flatting, retirees)



About the survey

- Targeted at Holloway Road residents
- Distributed by email list, Facebook group, and door-knocking
- 44 total responses
- Represents ~54% of households

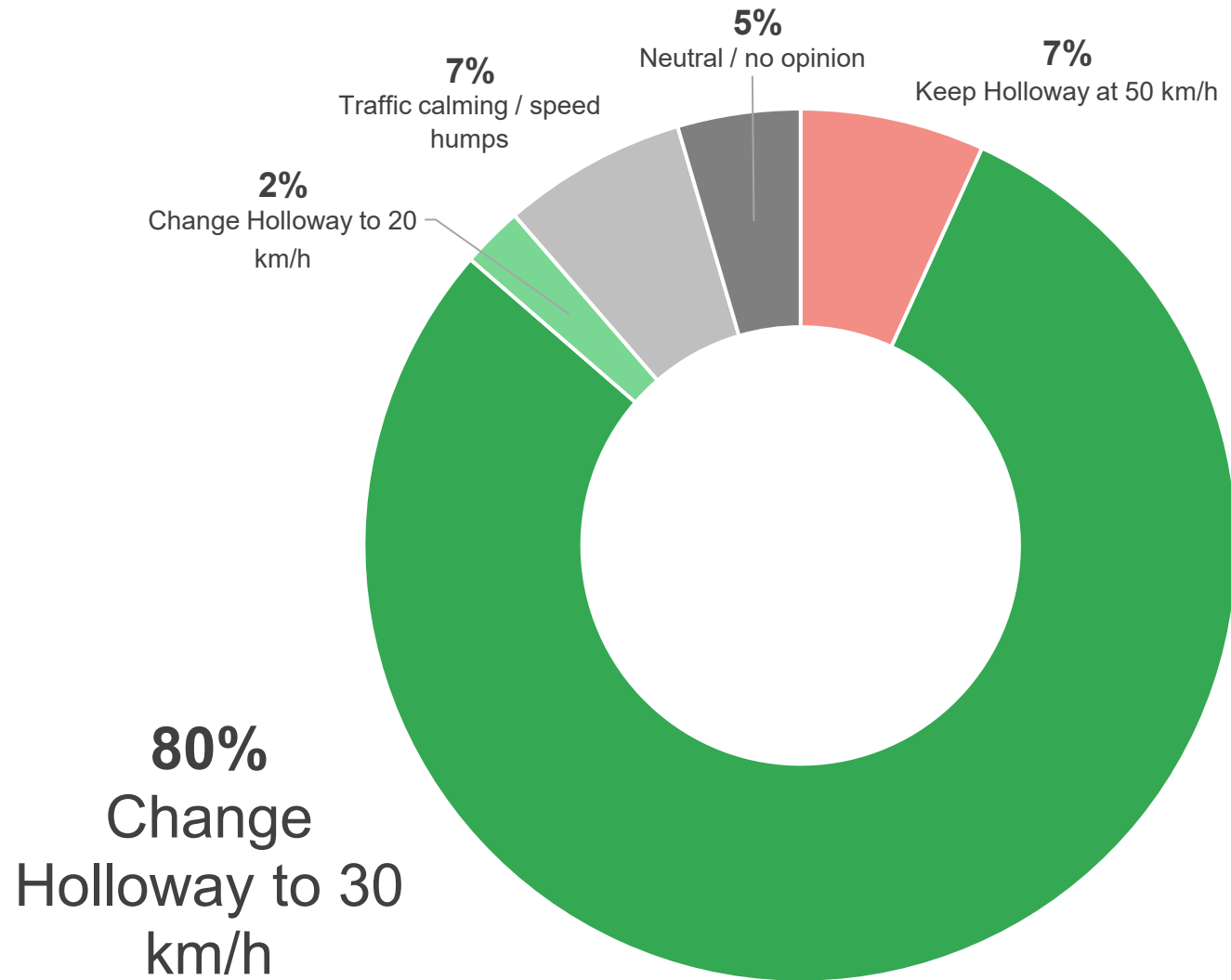
Do you support the proposed changes on Aro Street?



64%
support proposed changes to
Aro Street



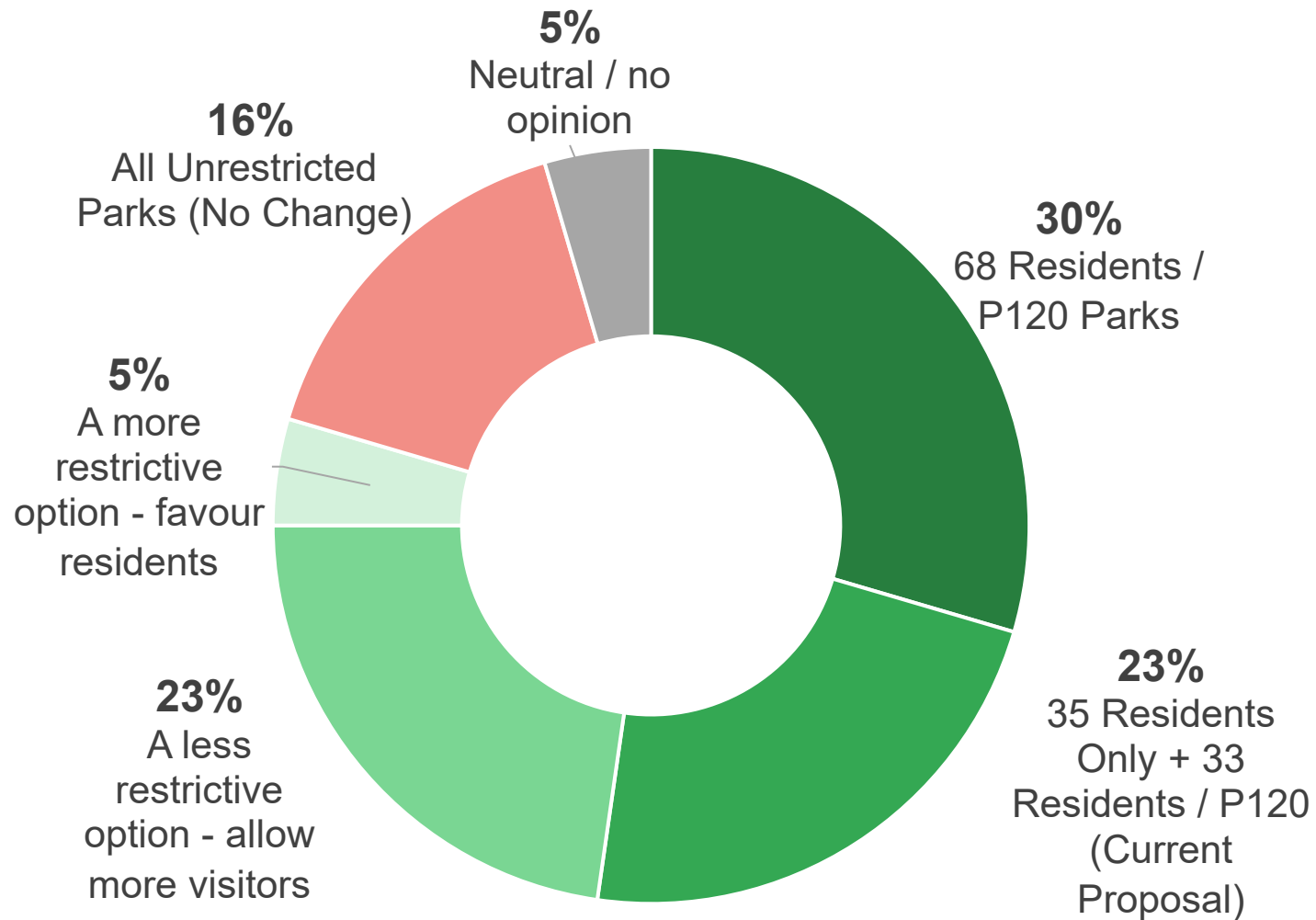
What speed limit for Holloway Road?



80%
support a 30 km/h zone for
Holloway Road



What's the best parking option for Holloway Road?



81%

support introducing parking management

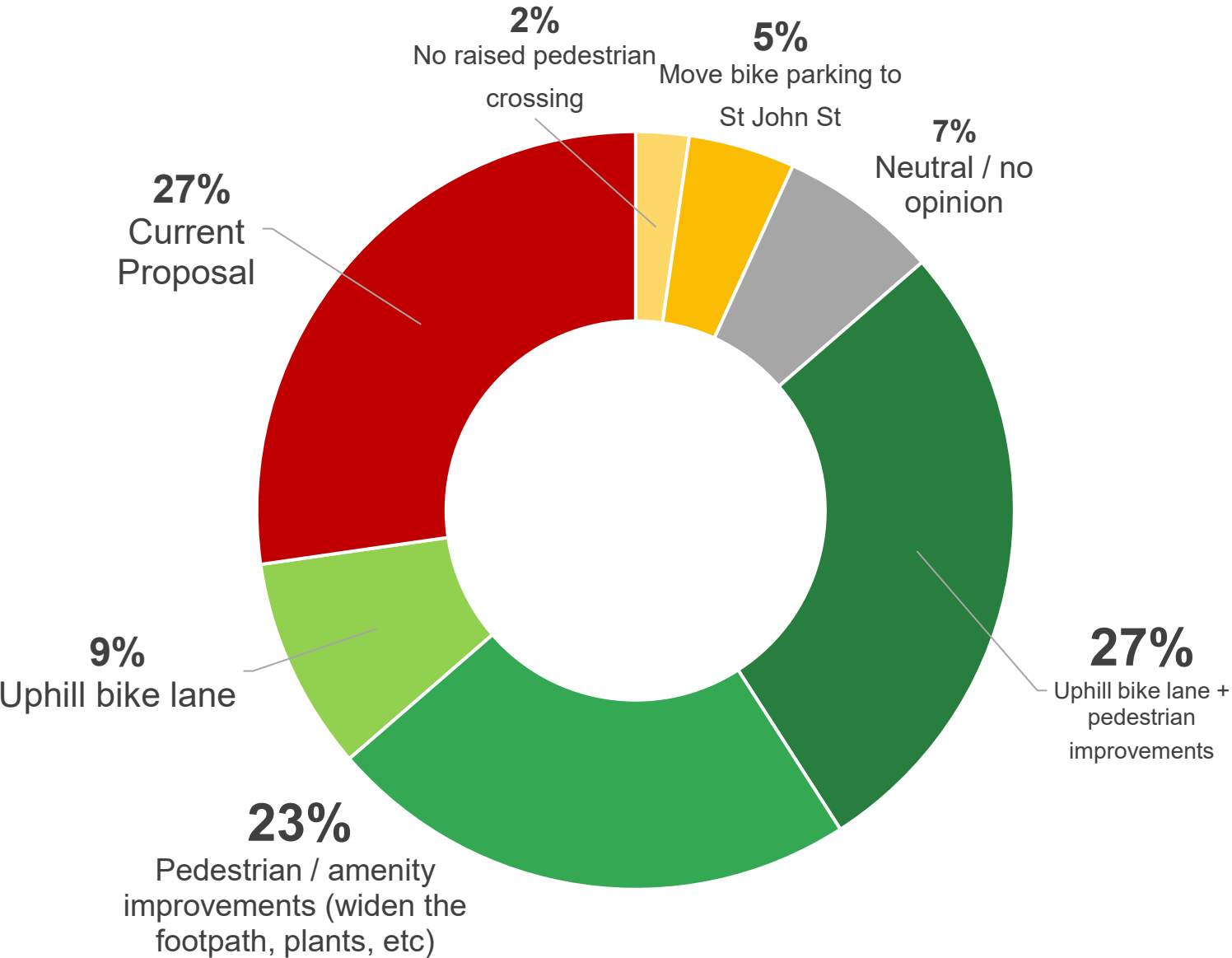
53%

support a less restrictive option than proposed

23%

support current proposal

What should happen in the town centre?



59%
support more extensive changes
than proposed

Most popular option is pedestrian / amenity improvements

In-lane bus stops could enable footpath widening

Open ended comments

The system is corrupt - decisions
have already been made

Put more visitor parking at
the bottom of the street - no
houses there

Extend the 30 km/h up all
of Aro St

Keep parking free

Consider skips and waste bins - sharing
with bike lane is dangerous

The proposal will cause
parking overspill
problems

Yes to bike lanes!

More car share parks

Do it
Faster!!!!

Put more zebra crossings
on Aro Street – there are
no crossings at bus stops

Extend parking management
further up the road - or there
will be overspill problems at
the top of the road

Need more parking permits
per household

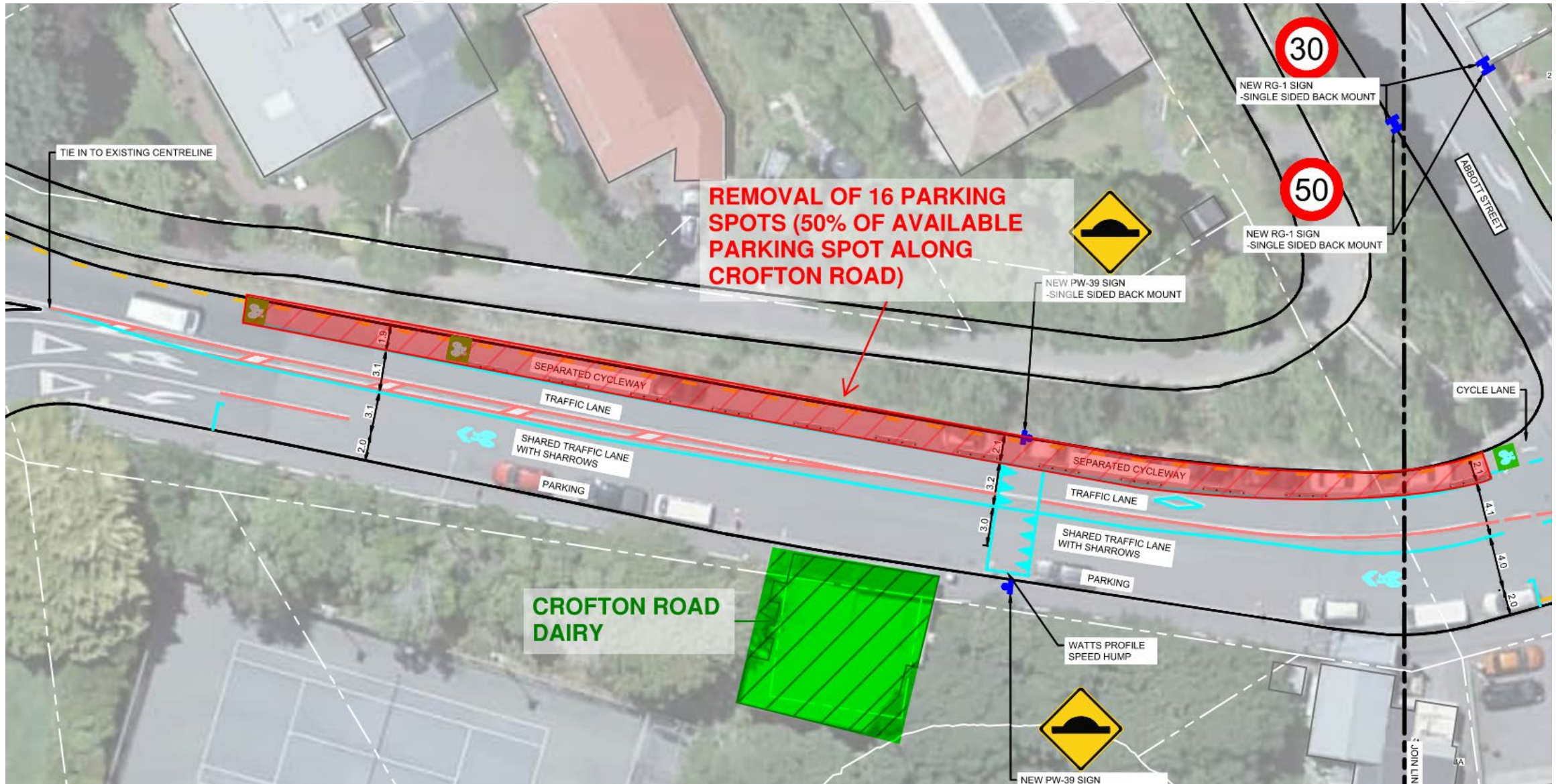
Summing it all up

Holloway Road supports the proposal, but there are some things you could do to improve it:

- Change the speed limit on Holloway to 30 km/h
- Do more through the town centre
- Revise the parking proposal for Holloway
 - allow more opportunities for visitors – consider bringing restrictions further up the street



THE PROPOSAL ALONG CROFTON ROAD

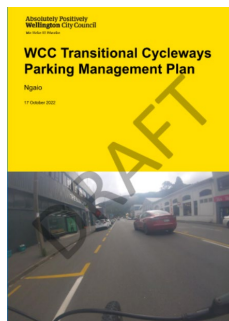


FINANCIAL IMPLICATIONS



Original Source: Ngaio Transitional Traffic Resolution Design 07/10/2022 – Wellington City Council

FINANCIAL IMPLICATIONS



All the parking removed is unrestricted all-day on street parking. Given the high proportion of expected residents parking occurring in the unrestricted parking on Crofton Road, the parking removed is expected to be used mainly by residents. This is high priority parking (See Table 1). On top of this, given the proximity to the shops, it is expected that there is a reasonable number of short-term visitors parking on the towards city side of the road currently to access the shops and businesses. This is evidenced by the duration of stay data, see Section 6.2.1 (41% of users stay <1 hour). This parking is low priority parking according to Table 1. These users are expected to still be able to use the parking on the towards Ngaio side of the road, which is P30 to aid turnover around the shops. Therefore, this is not expected to be significant.

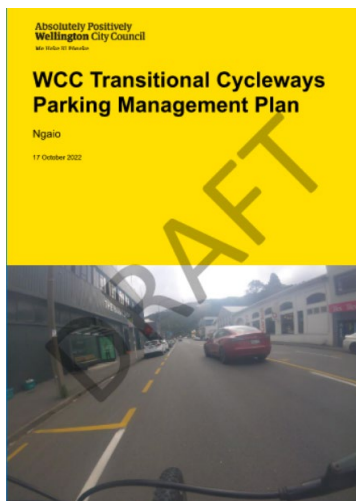
Original Source: WCC Transitional Cycleways Parking Management Plan : Ngaio – Page 43



SAFETY IMPLICATIONS



PARKING SURVEY DATA



1.3. Parking survey methodology

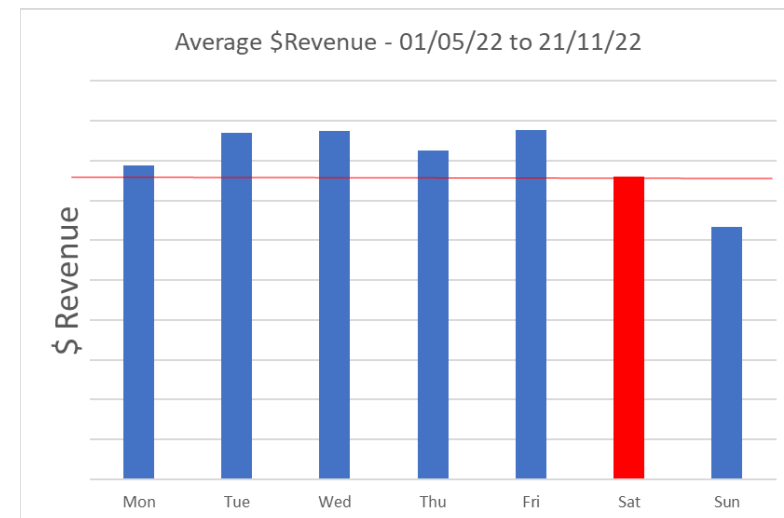
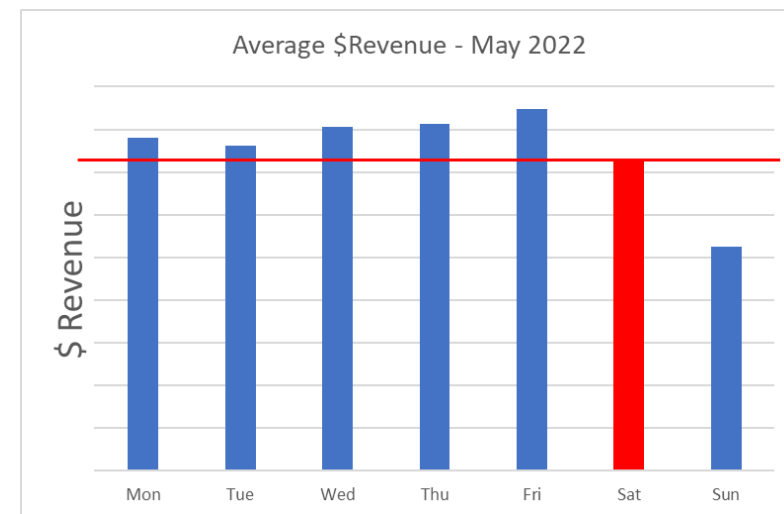
Parking surveys were undertaken from 9am to 5pm on Thursday 12th May and Saturday 14th May 2022. A survey was undertaken on two days to understand parking behaviour during both a weekday (predominantly to understand commuter parking behaviour) and a weekend (where resident, shopping and recreational parking behaviour is more prevalent). The weather on the Thursday survey was fine, however, there were showers during the Saturday survey. This weather is not expected to have significant implications on the results. This survey does not measure any differences in behaviour during different seasons, however, it is considered to provide an accurate picture of typical parking demand and characteristics in Ngaio. In addition, a weekday and weekend overnight snapshot survey was undertaken to assess the level of occupancy in the area after working hours.

WELLINGTON CITY COUNCIL
Ngaio Transitional Cycleways Parking Management Plan

Original Source: WCC Transitional Cycleways Parking Management Plan : Ngaio – Page 6

6

- Survey misses peak business times prior to 9am and after 5pm.
- The weekends are the quietest business days of the week. 50% of survey data is based on weekend data.
- The survey data may not capture the full extent on the usage of the parking (to be removed) for business activities.



PARKING SURVEY DATA

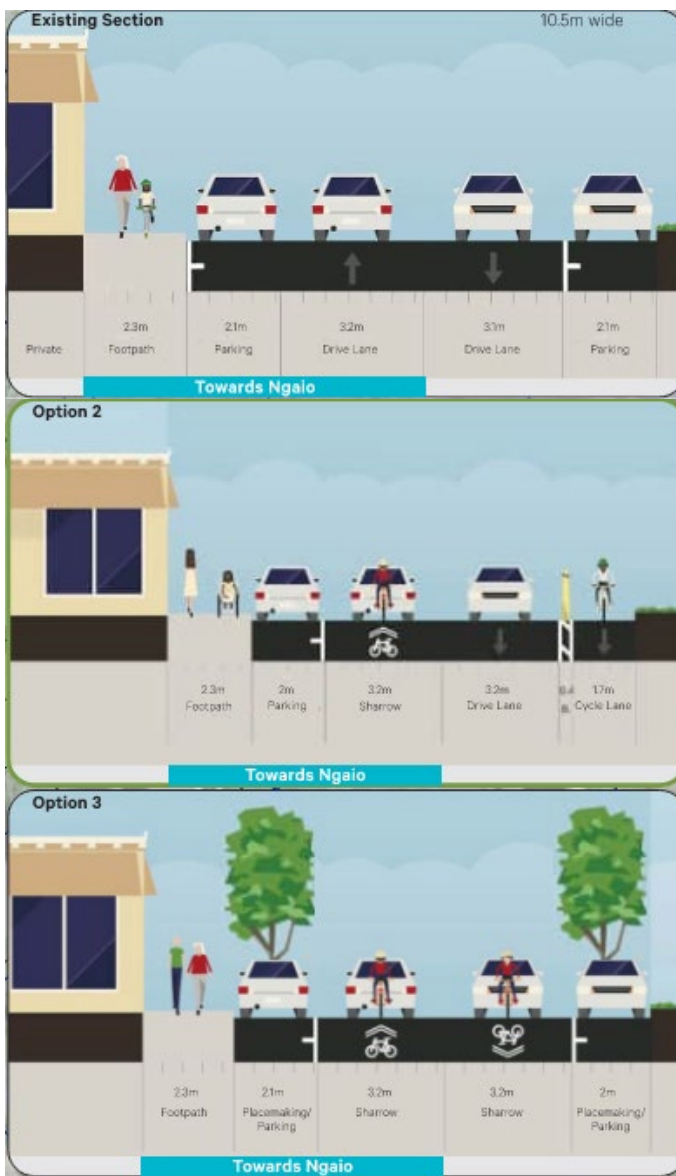
Absolutely Positively
Wellington City Council

WCC Transitional Cycleways Multi Criteria Analysis

Ngaio
21 June 2022

Crofton Road MCA ranking

Criteria	Consideration	Description	Option 2	Option 3
Dimensions (from left to right towards Ngaio, 10.5m total)			Parking (2.0m), shared lane (3.2m), traffic lane (3.2m), separated cycleway (2.1m)	Parking (2.1m), shared lane (3.2m), shared lane (3.2m), parking (2.0m)
1. Improve safety, accessibility and convenience for people cycling and using micro-mobility devices	Improved safety for people cycling and using micro-mobility devices		1	2
	Improved convenience for people cycling and using micro-mobility devices		1	0
2. Improve safety, accessibility and convenience for people walking and using mobility devices	Improved safety for people walking and using mobility devices		1	1
	Improved convenience for people walking and using mobility devices		0	0
3. Improve bus speed and reliability	Improved travel time of PT compared with private vehicles		0	0
4. Retain high priority parking and mitigate parking impact	Retain high priority parking for businesses and residents where essential (e.g., mobility parking)		0	0
	Mitigate parking impact (ie, provide car share, etc)		0	0
5. Enables benefits to be delivered quickly with minimal disruption	Alignment with other planned works in the road corridor, and/or reduced disruption during construction.		2	-1
	Ability to deliver quickly, or sequenced for elements to deliver early. Reduced civil works, signals changes and other major works.		3	3
6. Improve the place amenity in the area	Improved urban amenity		1	2
Weighted Score			0.75	0.75
Rank			1	2



Original Source: WCC Transitional Cycleways Multi Criteria Analysis: Ngaio

SUMMARY

- **Financial Implication**
 - The proposed road layout for Crofton Road will be detrimental to my parents' business and their livelihoods.
 - Have you and how have you considered the effects of the proposal on Crofton Road businesses?
 - Do you have a plan on how you will assist my parents' business financially in the future?

- **Safety Implication**
 - The proposed road layout is detrimental to the safety of my parents.
 - Have you considered this in your decision making?
 - What will you do to ensure the safety of my parents is not compromised by your proposal?

- **Parking Survey Data**
 - The data does not capture peak business activity across the day.
 - 50% of the data is based on the quietest business days of the week.
 - Has the survey really captured data that showcases the true behaviour of parking on Crofton Road?
 - Have the implications on businesses by the removal of parking thoroughly been considered?

- **Option assessment**
 - Why not go with options 3? (Same as now but reduced speeds, sharrows and speed humps).
 - Option 3 was ranked joint #1 with the current proposed option.
 - Option 3 was deemed to be safer for cyclists than the current proposed option.
 - Option 3 has no change to parking so no ill effect to local businesses.
 - Win-Win Situation with Option 3.