
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:15 am
Date: Wednesday, 4 May 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business	Page No.
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2.1 Hearings - Hutt Road Cycleway

1. Peter Ramsbottom Submission 5 & 6	3
2. Jeff Owens Submission 13 Updated Submission	4
3. Jeff Owens Submission 13	8
4. Michael Ellis Submission 10	18
5. Diane Calvert Submission 17	25
6. Tom Beninson Submission 14	26
7. Brent Slater Submission 16	45
8. Ken Glassey Submission 18	47
9. Christine McKenna Submission 19	49
10. Peter Panettierei Submission 22	50
11. Tony Randle Submission 25	52
12. Mike Mellor Submission 70	53
13. Matt Williams and Tim Kelly Submission 32	63
14. Nick Edwards Submission 35	65
15. Bernard O'Shaughnessy Submission 55 Submission	71
16. Bernard O'Shaughnessy Submission 55 Notes	73
17. Tim Baker and Rod Badcock Submission	74

18. Sam Somers | Submission 44

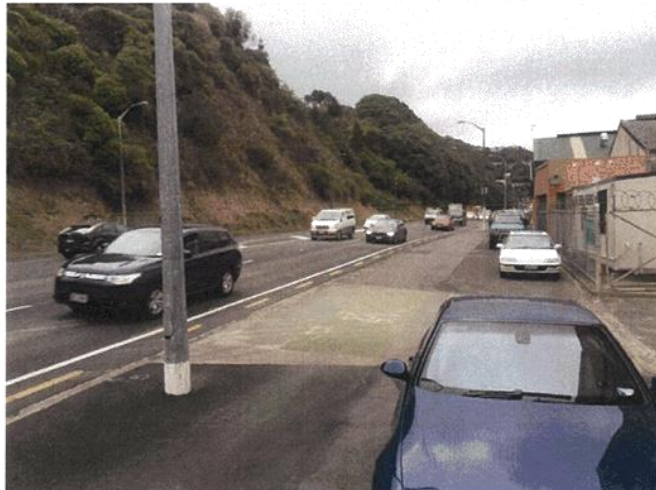
83



VIEW LOOKING TO THE LEFT



VEHICLE LOCATION



VIEW LOOKING TO RIGHT

Ngauranga to Thorndon cycle path

Comments by Jeff Owens 8 April 2016

I live in Khandallah, I own and use a mountain bike, a road bike and a motor vehicle.

On 16 March 2016 the Wellington City Council published a proposal in respect of the above route.

<http://cycleways.wellington.govt.nz/where/northern/project-1-ngauranga-to-aotea/>

In WCC words:

"We want to turn the existing shared path on the eastern side of Hutt Road into a two-way cycle path. There'll be a separate pedestrian path beside the cycle path, with a white line between them."

Submissions are due by Wednesday 13 April, but all the Council material indicates their decision is pretty much a forgone conclusion.

My personal view is that the proposal will make conditions MORE dangerous for cyclists, not less, the key issue being motorists having to cross the path of cyclists

That is only my view and no doubt others may hold different views.

My concern is that Council should allow proper informed discussion of other alternatives before fixing on this one.

My key observations:

1. Council formally announced its proposal on 16 March, with submissions due by 13 April.
2. Council has released a large number of other documents, many of which were published during 2015. It is not clear whether these were available or promoted to the public upon release or only recently. Significant time and effort will be required to get to grips with the information contained – certainly more than the 4-week submission period
3. Council have only provided one option – a two-way cycle lane on the far left (when travelling south towards Wellington), with parked vehicles to the right of that between the cycle path and the road. Another rejected option was in the council's words almost identical,
4. Council indicates that this is because some people have a perception that cyclists are safer when removed from motor traffic, but little indication that such perception is actually reflected in reality
5. In particular Council has not indicated any analysis of an alternative, being to have bicycles immediately to the left of the traffic, i.e. in the normal travelling position for other vehicles, along with fixing spot issues like road surface, lighting, posts, signage, speed limits, driver education etc.
6. I expect it is generally agreed that the safest option for cycles would be to have a completely separate network of well-maintained wide cycle paths away from pedestrian and motor traffic. However, this is generally not feasible given geography and economic constraints
7. In this writer's view the next safest is to have cycles operate in the same position as other vehicles, and that having the cycle lane as currently proposed is the least safe option. Motorists turning into driveways and intersections will be forced to cross the paths of cycles travelling from both north and south. Motorists exiting intersections and driveways have to cross the same plus merge or cross traffic on the road, with two separate collision points (parked cars being in between)
8. I do not wish to get involved in the debate about Island Bay cycle lane but I do note that remains contentious with a planned safety audit not yet completed.
9. I recognise that this perception is far from universally shared, but in my view does warrant proper debate.
10. Even if the Island Bay arrangement were to be found appropriate I note that traffic speed and volume is higher on the Hutt Road which is a commuter route for both motor vehicles and bicycles, and thus carrying a higher risk of injury or death resulting from collisions
11. I am very concerned that council has provided such a short window for public comment on what appears to be a largely pre-determined conclusion. Regrettably this is very similar to the greatly criticised process over medium density housing, and (some years ago) installation of Adshel advertising hoardings marketed as bus shelters albeit largely not fit for purpose.
12. In conclusion I URGE council to put the Hutt road proposals on hold and allow an informed debate for those principally affected, being the cycle community

Refer to numerous documents on Council website, url below

<http://cycleways.wellington.govt.nz/documents/>

Some reports are in renderable text which prevents copying and pasting

To turn into text, open the pdf, save as image files (tiff), and recombine into pdf

I have set out below some extracts along with brief comments.

Executive summary

The Recommendation

The solution (Option B) which best meets the objectives of the project is described below with an expected cost of \$5.6M and result in a shortfall of around 50 car parks along the corridor (including 100m along side streets), the majority of which are currently used by long stay commuter parkers. Other major improvements include:

- Intersection improvements at Jarden Mile to reduce bus and vehicle delays and provide safe crossing opportunities for pedestrians and cyclists; and
- Peak hour directional T2 lanes on Hutt Road with clearway parking in the southbound kerbside lane and a 5-6m wide two-way segregated path to provide priority for sustainable modes and multiple occupant vehicles.

Work Undertaken

In arriving at the solution described above, a comprehensive review of the existing and future safety and performance was undertaken for all modes. This included:

- Crash History;
- Parking;
- Pedestrians;
- Cyclists;
- Buses; and
- General Vehicles

Alternatives Considered

The other option (A) considered in detail was almost identical to the proposed solution with a significant reduction in parking provision (above and beyond that realised within the preferred option) along the entire corridor in order to eliminate the visibility concerns with vehicles entering and existing accesses.

Owens comment: There is an obvious third option C: Leave parking where it is and designate usage as follows: Parking, pedestrian, cycle/shred left hand lane, right hand lane. In my view this is by far safer than the existing layout and the proposed layout

To review:

- Cycle Feasibility Study (Opus, 2013); and
- Wellington to Hutt Valley Cycle Route (AECOM, 2014).

1.2 Project Purpose

2

The purpose of the project is to provide a multi-modal solution (with a focus on sustainable modes) for the corridor, building on the previous work undertaken.

The objectives of the project (as defined in the RFT are):

- Maintain or improve the level of service and safety of pedestrians;
- Improve the level of service and safety for people on bikes along identified study area;
- Improve the level of service for people using buses along identified routes;
- Maintain an acceptable level of service for general traffic movements;
- Minimise impacts on parking and increase parking supply if feasible; and
- Ensure implementation costs represent good value for money.

Owens proposal is that Option C would improve safety for all users, plus cost a great deal less

2.2 Implications for Options

The following implications exist for the options being considered.

2.2.1 Shared Path on Hutt Road

- Visibility to cyclists in both directions on the shared path from vehicles leaving properties and turning left or right onto Hutt Road is important as this is the cause of 67% of cyclist crashes on the shared path.
- Visibility to cyclists in both directions on the shared path from vehicles entering the premises from Hutt Road will become more important if kerbside parking is provided (vehicles turning in make up 20% of the crashes on the shared path).
- The intersection improvements at the Jarden Mile intersection may provide an opportunity to address the crash risk for all users at the intersection.

Owens proposal is that Options A and B will not solve the cause of crashes (majority of crashes caused by turning motor vehicles) whereas my option C would improve that issue

Appendix I

Hutt Road Sustainable Transport Study

Preliminary Safety Review

Extracts and comment

The road safety audit was carried out in accordance with the "NZTA Road Safety Audit Procedures for Projects Guideline", (Interim Release May 2013) and also reference made to its earlier document (dated 2004).

The assessment team was as follows:

- Curtis Lee, GHD Limited, Wellington.
- Simon Prosee, GHD Limited, Wellington.
- Laura Skilton, GHD Limited, Wellington

A site inspection was undertaken on 10 July 2015 where the weather was overcast. A night time audit was not undertaken.

1.9 Design Issues

While many of the safety concerns raised in this report are only minor or comments due to the un-likelihood of a death or serious injury crash, many of the issues raised will significantly lower the level of service for cyclists and occur frequently.

It is considered that many of these issues are design issues and should be addressed prior to final preliminary designs.

A full safety audit should then be repeated after completion of the design, in particular on drawings that include the items that have been omitted from the plans, as discussed in Section 1.8.

Furthermore it is considered that some of the facilities are not practical for cyclists and are unlikely to be used by higher confidence cyclists, in particular the facilities at the various traffic signals. These have been discussed in more detail in the relevant sections of this report.

Owens comment: Traffic signal areas identified as not improving conditions for competent cyclists. Many proposals allow for a response by a safety engineer, but such responses are absent

2.3 Westminster Street Intersection

...

The right turn bay turning into Westminster Street has been narrowed and tapers on the approach to Westminster Street down to what appears to be 2.2m width. This may cause turning vehicles to overhang into adjacent traffic lanes. The green surfacing across Westminster Street encourages cyclist priority through the intersection. It is not clear from the design whether cyclists are intended to have priority at this location.

Recommendation

Check swept paths for turning vehicles.

Consider providing a consistent and sufficient width of right turn bay in the vicinity of the intersection.

Ensure that priority is clearly defined and safely accommodated for drivers and path users at the intersection.

Designer Response

Propose minor adjustments to kerb lines and markings to address tracking I width concerns.

Safety Engineer

N/A

Client Decision

Provide at least 2.5m for marked turn bay. Remove proposed green surface markings across roadway. Adjust kerb lines as necessary for vehicle tracking.

Owens comment: Green surface appears to be intended to give cyclists a false impression of safety, and designer response is not to actually provide safety but rather to remove that impression. This is a damning indictment on the proposal to have a cycle lane on the far left of the roadway

4.4 Driveways adjacent to Cycle Path –Moderate

Frequency Rating Occasional Severity Rating Likely

It has been observed that drivers on the Hutt Road pulling out of a driveway tend to look right for approaching vehicles and do not look left towards Wellington, where the cyclists are

predominantly coming from during the evening peak, when the driveway movements are heaviest. The crash history summary report noted that on Hutt Road, 73% of cyclist crashes involved a northbound cyclist. The proposed design does not eliminate this problem. At several locations, issues related to sight distance obstruction from parked vehicles, or a lack of green surfacing across the driveway are being addressed by the design.

For example, an activated sign has been placed within the spotlight carpark, the sign is high (above the drivers view shaft for within a carpark) and is on the left, while drivers are looking right. Drivers pulling out of the driveway are likely to wait on the cycle path for a gap in oncoming traffic, and will not see a sign in the property.

Recommendation

Consider improvements at each vehicle crossing on a case by case basis. Ensure warning signage is within driver field of vision. Consider raised profile treatments and reduced angle entries to lower turning vehicle speeds. Consider signage on driveways to supplement proposed green surfacing treatment for increasing driver awareness of the cycle path.

Designer Response

Has been considered as part of design process. No change proposed.

Safety Engineer

N/A

Client Decision

A trial is to take place to determine suitability of using ITS for mitigation. This will feed into the final detailed design for warning signs and ITS used for the project if required. No changes are required until this determination is made.

Action Taken

No change to design.

Owens comment: This is a major issue intrinsic to a lane pushed to left hand side of roadway, and the design team are not changing design (probably because it is an issue that is very difficult to mitigate)

53 Cashmere Avenue
Khandallah
029 972 8944

Transport and Urban committee 4 May 2016

From 16 March to 18 April Council offered to the public for the first time the opportunity to consult on its proposals for the Hutt cycle lane.

Some clarifications

- Council call it consultation but only presents one option - a two way cycle lane on the eastern (seaward) side of the Hutt road.
- Council call it a proposal but has already announced it proceeds to detailed design in June and commence construction in September
- The proposal refers to *adding* a t2 lane but actually council intends to effectively *remove* a lane:
 - Make one of the northbound lanes unavailable to driver only vehicles between 4 and 6pm weekdays
 - Make one of the southbound lanes unavailable to driver only vehicles between 7 and 9am weekdays
 - At all other times block one of the southbound lanes with parked motor vehicle
- I am a safety conscious cyclist. I cycle on separate cycle facilities or on the road. I do not cycle on footpaths and especially not on a two way foot and cycle path with motor traffic crossing on driveways in all directions.
- The council proposal puts cyclist into conflict with pedestrians and into conflict with motorists.

Cycling on road in preference to footpath

I say cyclists are far safer on the road.

Council staff tell me I am in a very small minority and that less than 1 in 10 cyclists use the road.

Contrary to what council staff claim, at least 1 in 4 cyclists do the same as me – cycle on the Hutt Road as opposed to the footpath

On Monday morning I spent 90 minutes counting cyclists travelling in both directions. Heading south 1 in 4 travelled on the road and travelling north 3 in 4 travelled on the road.

That is in the context of a road that is clearly not encouraging cyclists.

I noted numerous near misses, and none of those were on the road, they were all cyclists crossing driveways and Westminster Street and running into conflict with turning vehicles.

53 Cashmere Avenue
Khandallah
029 972 8944

How to genuinely encourage safe cycling

If the council really want to improve safety and encourage cycling along the Hutt corridor it should:

- *Reduce* the width of the eastern (seaward side) footpath to allow only for pedestrian and parallel parked cars
- Use the extra width to *add* a southbound cycle lane on the Eastern side and a northbound cycle lane on the Western side
- Use signage and education to give cyclists priority over turning vehicles

See illustrations

Conclusion

I am big enough to acknowledge mine is not the only view. The council is not big enough to acknowledge that its proposal is not the only way.

I have commented previously on the heavily biased 'consultation' process

If Council was confident that its solution was the best, why did it block all other options from discussion and why was the website so biased towards people who agreed with its proposals

I put it to council that this proposal is not pro cycling it is anti motor vehicle, and in conjunction it is also anti cycling as well.

Please please please stop and consult properly

I welcome your questions

53 Cashmere Avenue
Khandallah
029 972 8944

Appendix 1: Consultation failure

By way of example

Council proposals were very poorly advertised and many affected ratepayers were unaware

As noted previously council only provided one option. Other "options" were briefly mentioned in the Hutt Road Sustainable Transport Report, however it appeared to be discounted, very quickly, almost as if they were "straw" options"

The website available to provide feedback allowed submissions to be provided anonymously with no restriction on multiple submissions

The response allowed favourable submissions to add comments but prevented unfavorable submissions to add comments except by way of general comment

The sample is heavily skewed in favour of people who don't actually use motor vehicles at all and who don't actually use the hutt road.

If council is so convinced that its proposal is the best available, why did council do its best to discourage or block contrary views and make it so clear it was proceeding anyway

53 Cashmere Avenue
Khandallah
029 972 8944

Appendix 2: Transport and Urban committee 14 April 2016

Oral presentation by Jeff Owens.

I am here to comment on the Council's consultation process.

I could raise several examples with a common theme but will just talk about a recent one.

The proposals in question were advertised in the Dominion Post on 16 March.

The relevant website says we can have our say on an online feedback form, and feedback is accepted until 9am Monday 18 April.

<http://cycleways.wellington.govt.nz/>

That is a woefully short time to give feedback on a proposal that will affect every person who [sorry I can't say what the criteria are]. Walk, cycle, bus or drive on Hutt Road, roads which feed into Hutt Road and the Urban Motorway

I then turn to the feedback page – tell us what you think.

Here I am told to come and learn more at a couple of open days. I did so and immediately had the impression the council staff were there only to promote the proposal – not to get feedback.

Council has found a way to cut off consultation – I go to the feedback page and find feedback actually cuts off at 5pm 13 April – 4 ½ days before council claims to be receiving feedback.

Then I go through the online process.

There is only one set of proposals – alternative options not given any mention at all. Not mentioned on the "What you think". Only mentioned in the Hutt Road STR which is a LONG document.

The first question is whether I support the proposed changes.

I can say yes, yes with comments, no, or no....I don't know. I can't say no and then give my reasons. If you say "yes with changes" you will be allowed to comment on that point specifically, but if you click "no", there is no opportunity to give ANY written feedback until the end at the "general comments" section.

Interesting that I am supposed to give my response without knowing the rest of the questions. What happens if I agree with changes but disagree with the detail of the changes.

53 Cashmere Avenue
Khandallah
029 972 8944

I am then asked if I have recently used the facility, and then ask whether I am a square [cyclist], a triangle or an octagon [motorist].

Council material implies these changes are for the benefit of squares [cyclists].

However, they will severely impact on octagons [motorist]s, and in many people's view will make conditions more dangerous for squares [cyclists] too

The questions continue in the same vein – clearly discouraged to comment unless I happen to agree with each proposal.

Outcome to date:

858 responses – I would venture a low percentage of all shapes that are affected.

Of those shapes some identify themselves as named individuals from specific suburbs, but many are anonymous with no comments.

44% identify themselves as mainly squares [cyclists]. I happen to be a square [cyclist] *and* an octagon [motorist] and I suspect council will call me an octagon [motorist] and discount my view.

The overall theme is one that puts the various shapes into serious conflict, both in consultation and in delivery of the outcome.

I have spent some time talking about the website because that is the forum provided by council for the consultation.

The issue is not the website per se – it is the very poor consultation that tries to deliver a predetermined outcome.

Regrettably the so-called consultation is very similar to other issues where council staff promote a view, pretend to consult but have already decided and prepared to implement the proposal.

Despite this being described as consultation, construction of this facility is to commence in September – just before the election.

How can council commit to a multi-million-dollar project when only 5 months before it is still receiving feedback.

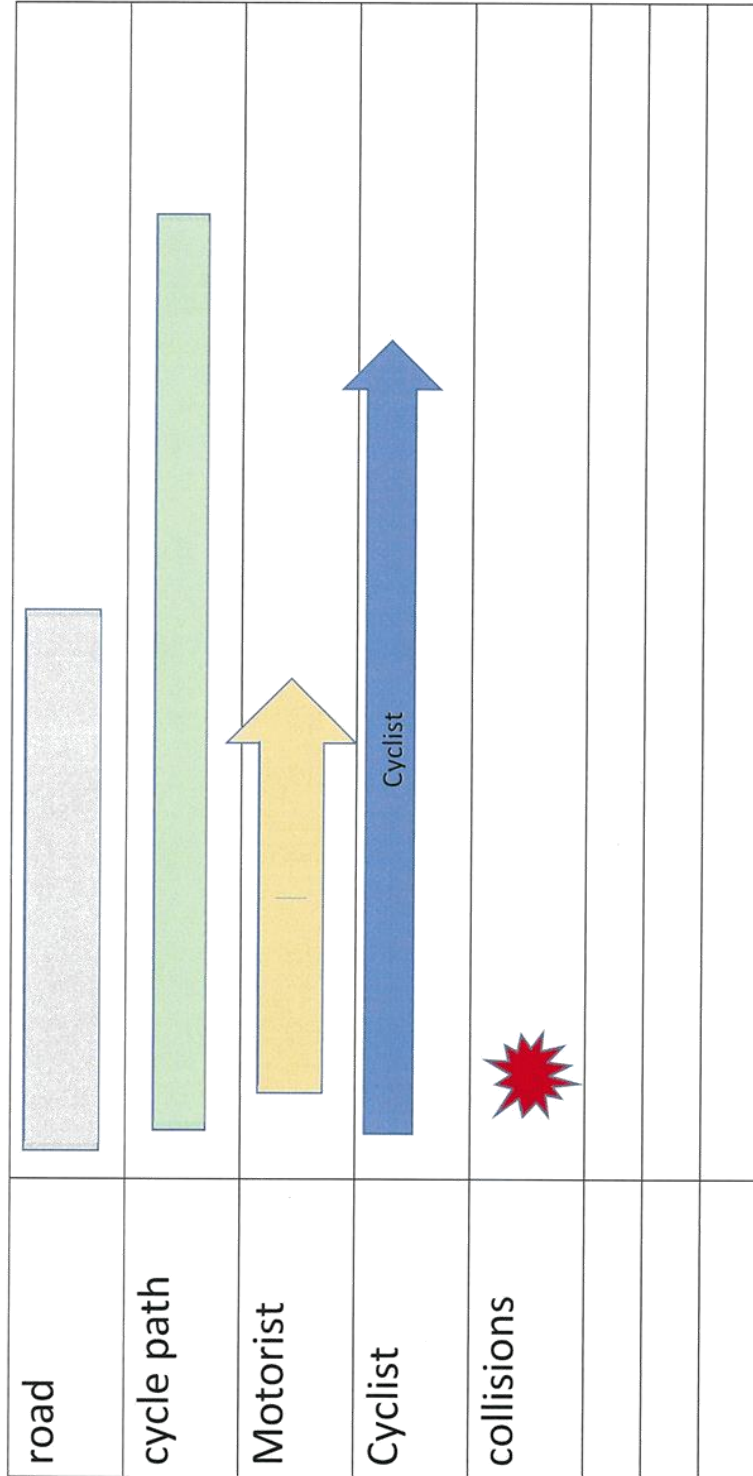
This tactic must stop and elected councillors are in the best position to do so.

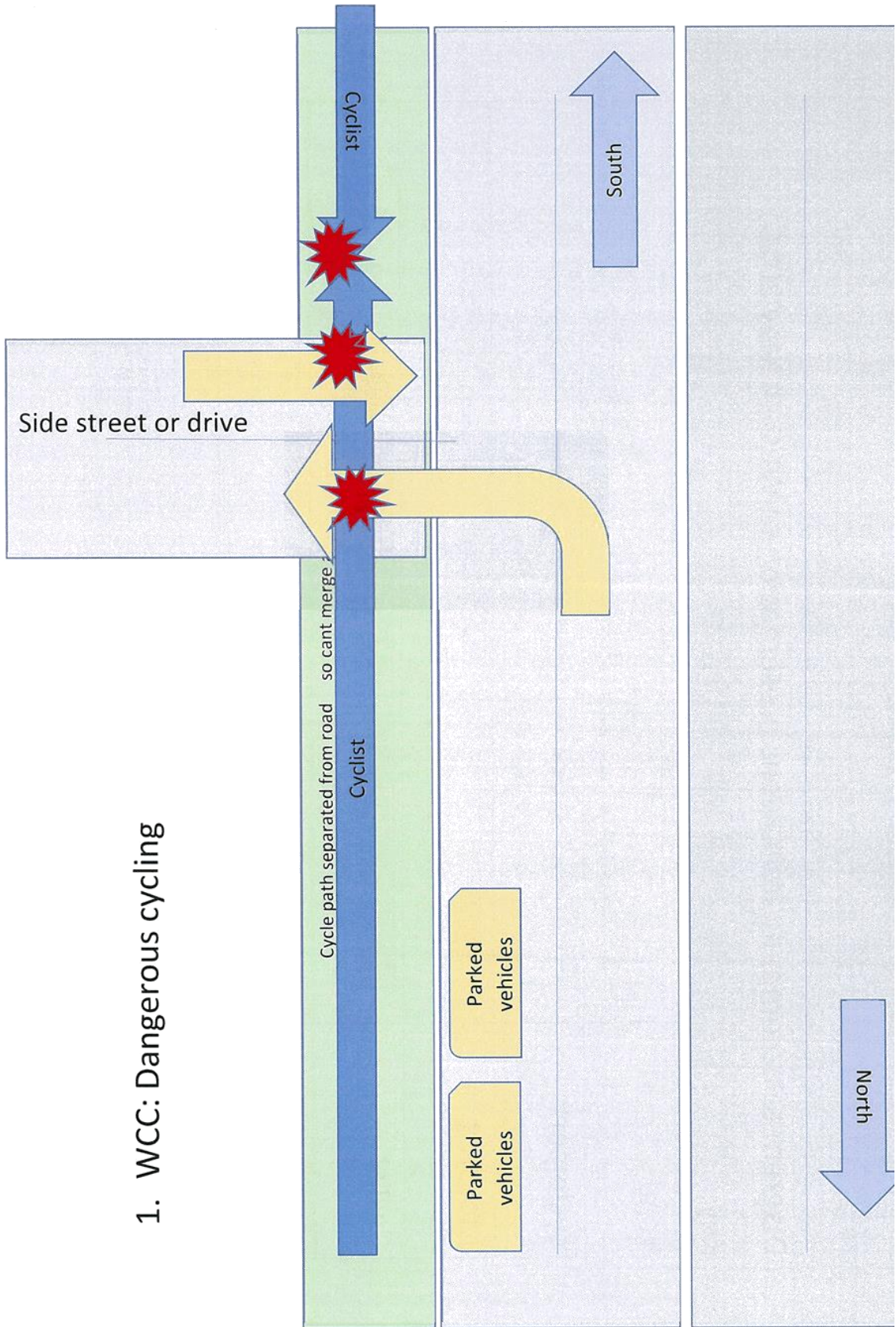
Jeff Owens

Item 2.1 Attachment 3

Diagram to accompany Jeff Owens presentation to WCC - 4 May 2016

Key:

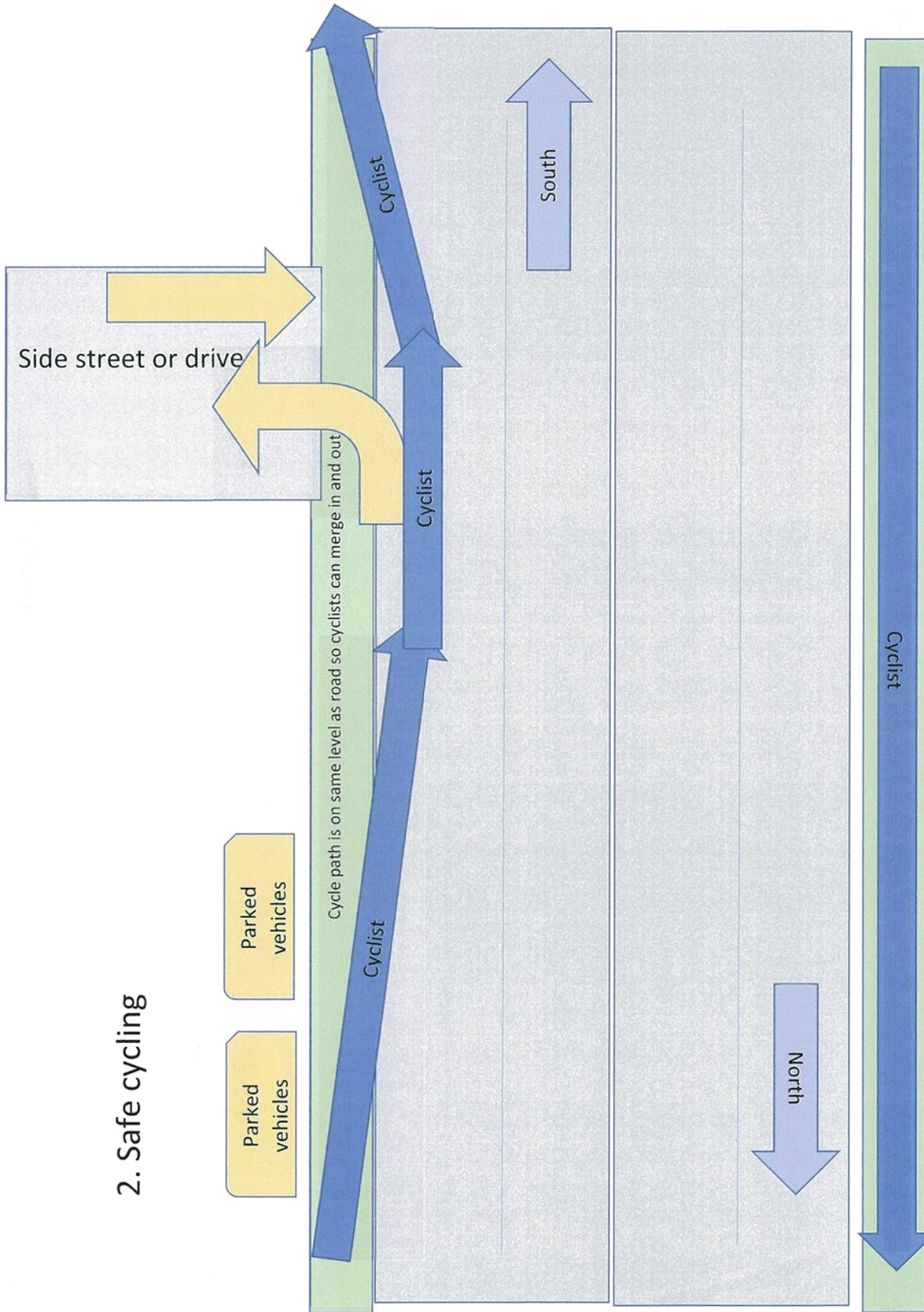


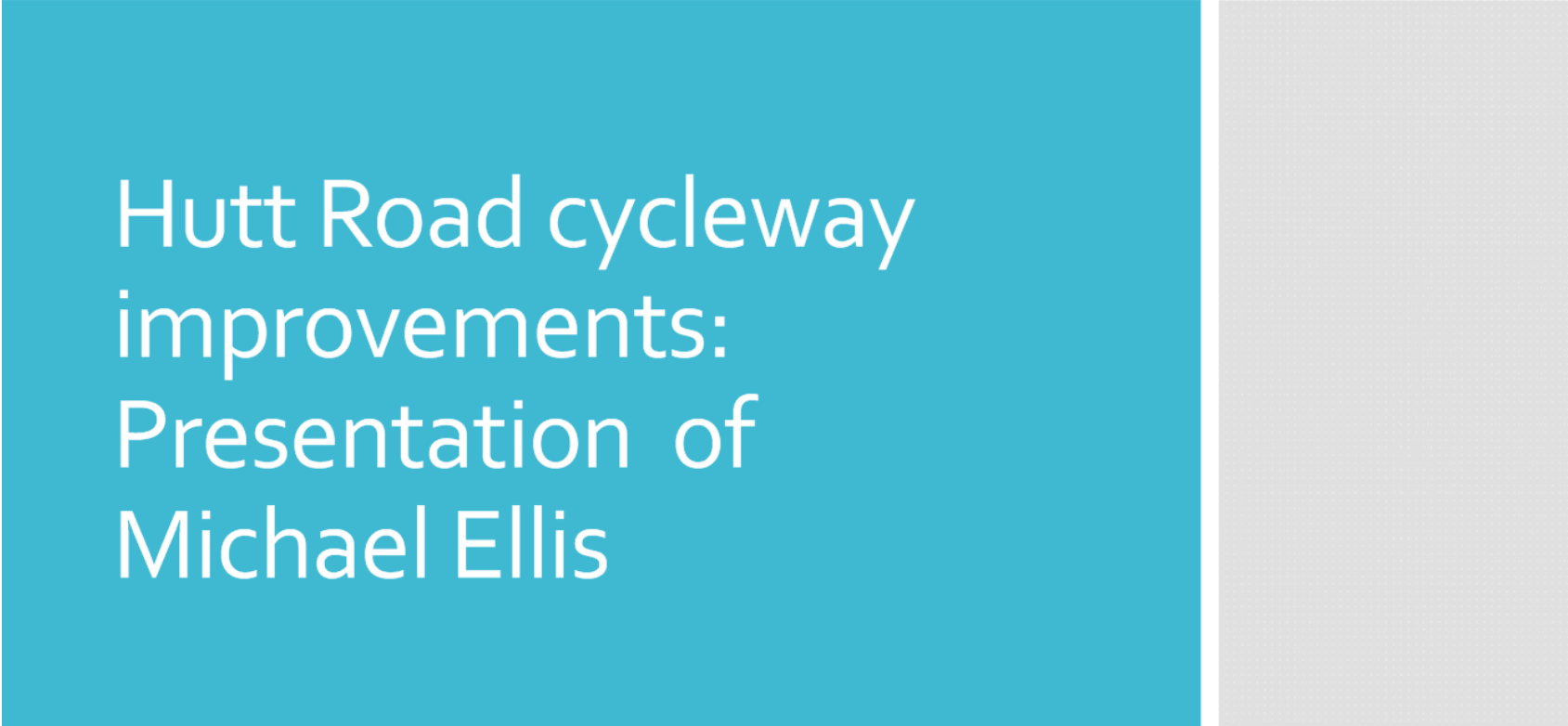


1. WCC: Dangerous cycling

Item 2.1 Attachment 3

2. Safe cycling





Hutt Road cycleway
improvements:
Presentation of
Michael Ellis

Promoting
cycling in
Wellington
provides
benefits
beyond
transport



Existing path has numerous hazards – removing poles will end pinch points and make much safer and wider.



Safety is important and businesses do their best to support this.



arking can be
etained in most
aces and still leave
wide shared path.

convenient public
ansport links and
ck of alternative all
ay parking means
emoving parking
ot feasible.



Although in some places parking is not possible as path too narrow.



Parked cars often intrude onto existing cycle lane.

Clearer parking guidance, education and enforcement rather than removing all.



May 2016

Diane Calvert -notes re oral submission for Hutt Rd cycleway and roading 'improvements' proposal

I oppose the Hutt Rd changes because;

Proposed Solution

- It is not an integrated improvement proposal taking into account all users -cyclists, vehicles and pedestrians
- This is no consideration for improving the 'Spotlight' intersection which is currently dangerous for all forms of travel.
- There seems little consideration for the ideal placement of pedestrian crossings from a pedestrian perspective and how users will actually cross the road.
- It will be less safe for cyclists as their visibility to others will be hindered.
- The Hutt Rd cycleway is primarily a commuter path. It is not an attractive nor desirable "Sunday ride". And it is not a preferred place where you teach your kids to ride or learn to drive (even if the proposal was implemented).
- Given that it primarily a commuter route, there appears to be little consideration for cyclist travelling at speed (which most do as they are commuter based) especially in light of the rising popularity of e-bikes and the speed they travel at.
- There needs to be a better integrated approach to a solution working in with the new SMART motorway and leveraging off a more scenic and tourist driven route.
- There should be more than one option for consideration to provide for diversity in approach. The one proposed solution has many flaws (traffic placement, intersection design, lighting etc) and could be done better either for less cost and minimal changes or for a more robust solution at increased cost - The community should be given a choice.

Community Engagement

- While communication activity around the proposal may have increased from other initiatives, it has not been fully engaged with or targeted to all impacted communities i.e. wide section of the local communities who frequently use the Hutt Road to travel into the city i.e. Johnsonville, Khandallah, Ngaio, Broadmeadows
- There has been little real engagement with all interested local community groups. Engagement is two-way conversations and participation and should happen well before any formal "consultation".
- The Roothing changes have been poorly advertised. At best the communication could be said to be lacking, at worse misleading. Implementing a T2 lane is not a "Roading improvement" for most. Showing a video focusing only on cycling and not of other traffic movements in respect of how the T2 lane will operate is misleading.
- 'Consultation' appears a farce given the ambitious timetable for detailed design and development to commence.
- I cannot accept that it is needed to be rushed to allow for the government contribution. The Council needs to get more savvy in its negotiations.

Diane Calvert

Local Onslow resident and frequent user of Hutt Rd (mainly car but occasional walker)

Hutt Cycleway improvements

Presentation to Council

Tom Bennion

4 May 2016

I am a 52 year old cycle commuter on the Hutt Road, electric assist. Married, 3 kids, lawyer



Why I cycle

- A fantastic feeling of freedom
 - Convenience
(35 mins William St Petone to Upper Cuba St – but not using the path – see next slide. Total cost of my commute is about 20c a day)
 - To ensure a liveable planet for my old age and for my kids
-

Why an improved cycleway?
Safety – because every driver that cant
see me can kill me



A low speed crash for a car can be a death sentence for a cyclist

Why an improved cycleway?
Safety – because a sharp kerb or pothole
can be a fatal hazard



Why an improved cycleway?

Climate change – Paris Agreement

- We need to reduce transport emissions fast
- How fast?



Cities striving for carbon neutrality recognize that averting the worst impacts of climate change will require cutting GHG emissions by at least 80% by 2050.

The Alliance was born in Copenhagen in June 2014 at an organizing meeting of the following cities:

Berlin, Germany
Boston MA, USA
Boulder CO, USA
Copenhagen, Denmark
London, United Kingdom
Melbourne, Australia
Minneapolis MN, USA
New York City NY, USA
Oslo, Norway
Portland OR, USA
San Francisco CA, USA
Seattle WA, USA
Stockholm, Sweden
Sydney, Australia
Vancouver, Canada
Washington DC, USA
Yokohama, Japan



Why an improved cycleway? Congestion – NZTA says*



“Getting just a few people onto bikes can make a difference to traffic flows. On the congested 5km Petone to Ngauranga section of State Highway 2, for example, research suggests that only 10-30 vehicles out of the 250-280 vehicles occupying the space at congested times are causing the congestion.”

**Benefits of investing in cycling in New Zealand communities NZTA March 2016*

Why an improved cycleway? Boosting local retail – NZTA says*



“Retailers often overestimate the number of people who have driven to their stores. A study from Wellington, New Zealand showed that only 6 percent of shoppers on Tory Street were using the car parks along that street. Retailers also overestimate the contribution of car parks to their business. An Australian study found that **switching one car park to six bike parking spaces could create an increase in retail spend related to that space, from \$27 per hour to \$97.20 per hour.**”

*Benefits of investing in cycling in New Zealand communities NZTA March 2016

La Cloche gets improved frontage



The possibility of turning what is currently a low quality urban landscape into a vibrant one.



Some comments on the detailed design

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited), Schedule B (Class Restricted), Schedule C (Direction), Schedule D (No Stopping), Schedule G (Give Way & Stop), Schedule H (Pedestrian Crossings), and Schedule I (Cycle Lanes) of the Traffic Restrictions Schedules

Column One	Column Two	Column Three
Hutt Road	<i>Buses Only - Monday to Friday, At All Times, lanes may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property</i>	<i>Kerbside south-bound lane, commencing 873 metres north of its intersection with Kaiwharawhara Road and extending in a southerly direction following the eastern kerbline for 779 metres.</i>
Hutt Road	<i>No Stopping – At All Times</i>	<i>Both sides, commencing its intersection with the Aotea Quay off/off-ramps and extending in a northerly direction to its intersection with Onslow Road.</i>

Bus stops in front of cycleway are critical for safety



Must remove parking inside cycleway:

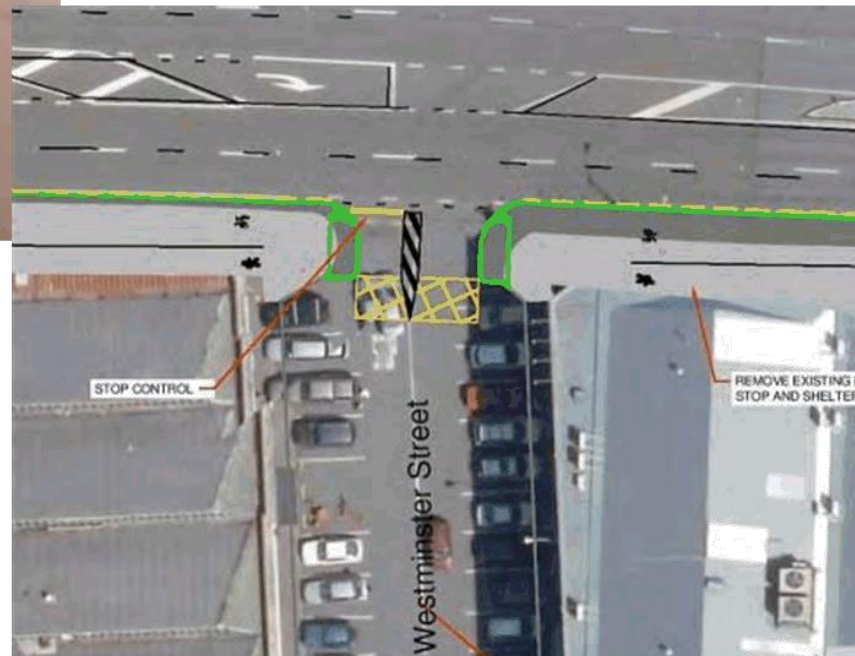
- * Currently very dangerous (particularly angled) – greatly slows commute, big safety reason to choose the road
- * And remember that parking manouvering mostly happens at peak travel times



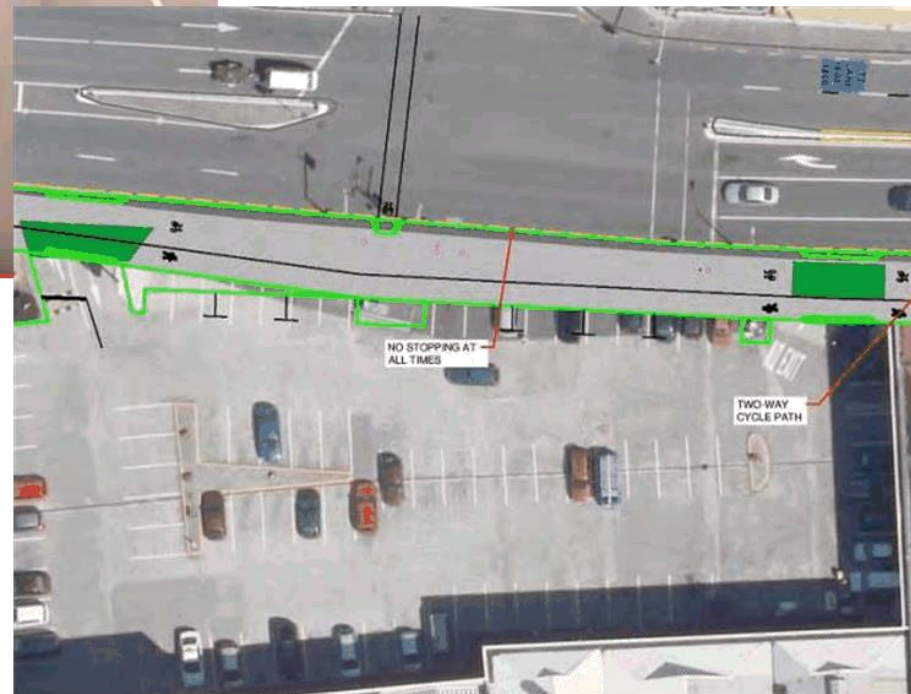
Parking next to fence obscures vehicle exit points



Careful treatment needed here.
Remove high kerbs that can cause stumbles into traffic.



Spotlight intersection needs sorting!

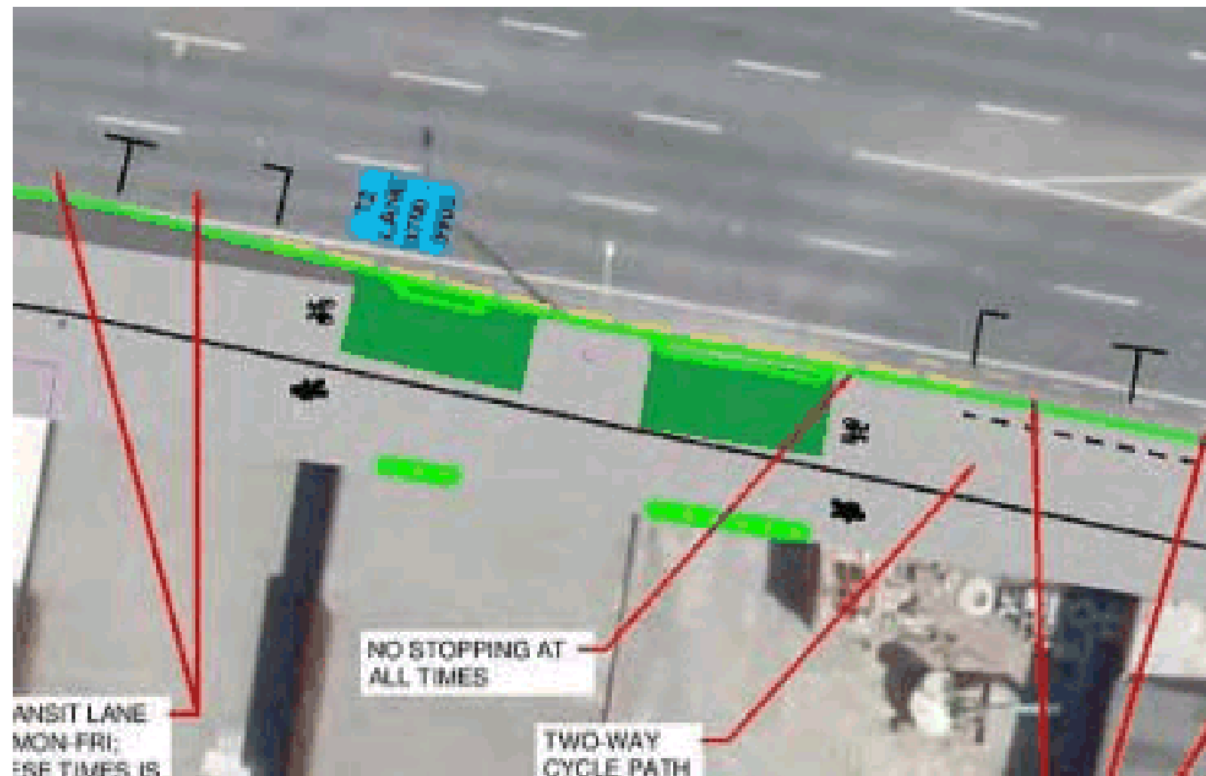


- Suggest:
- * 1 crossing (south) for Spotlight
 - * Extra width for traffic lights

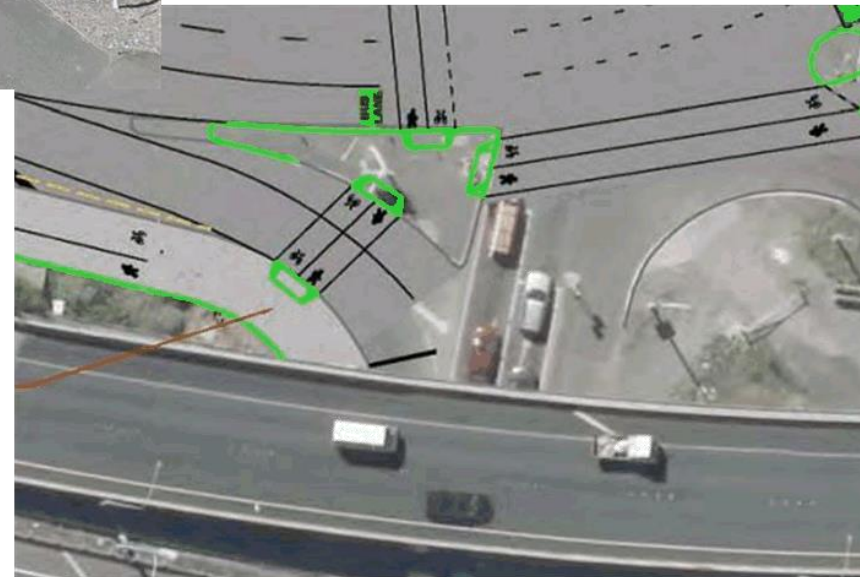
If BMW angled display parking remains, should be demarcated by low divider/chain/bollards to allay cyclists' apprehension that vehicles may move suddenly



- * No significant 'dips' at driveways – can be dangerous to commuting cyclists - who may then prefer pedestrian side
- * Also ensure no service covers (eg manhole covers) in cyclepath



Aotea overbridge – dangerous sightlines getting to the centre island
(left turning vehicles are out of sight & in shadow under the overbridge)



Oral Submission from Brent Slater 4707-706 or 027 2792-777 brentslater@xtra.co.nz

I am a motorist, a cyclist, a **passionate** Wellingtonian and am a resident of Sovereign Point.

Concept Wrong - unsafe

I was however brought up in Island Bay and am **dismayed** that Council has recently spent millions of dollars turning a generously wide thoroughfare that adequately accommodated all different users into a dangerous transport route which is a daily irritation to users. Having got this concept and detail wrong **why oh why** would Council now **rush** through a plan for the Hutt Road where again the concept is wrong and the lack of **attention to detail** is going to cause worse traffic problems and probably more accidents than in Island Bay.

Consultation – being rushed through with indecent haste.

Very little press meaning that Khandallah residents, who will be **seriously affected** but don't know it yet, were unaware of what was happening until I advised the new local residents association.

The meetings held by Council staff gave the very strong impression that this wasn't consultation, it was **a done deal**. When asked about the likely congestion of cars back up Onslow Road, the Council officer I consulted said that he was here to **"save the planet"** and if bad traffic planning forced motorists to use alternative means of transport then all to the good.

The figures in the OPUS report state that there is a ratio of 1 cyclist to every 5 motorists at peak periods. I have conducted 14 separate counts and the average is 1:12. Could this possibly be because OPUS took their count on a **"ride your bike to work promotion day"**. If this is so, and it is a strong rumour, then Councillors are being asked to make important future decisions on grossly misleading data.

Moreover, I note that whilst this meeting is supposed to be a further part of the consultation process, work has **already been started** on two parts of the proposed new Hutt cycleway network. Again, this gives me the impression that the consultation process is a farce and that this is a done deal.

Local businesses –

BMW, La Cloche, Kiwi Rail, Placemakers all have severe reservations about this plan.

Concept Wrong - the cycleway should be behind the existing buildings and there should be no T2 lane.

The attention to detail is missing:

There are only **4** car lengths permitting traffic from Onslow Road to merge in to the outside lane of the Hutt Road. Approx 14 cars are banked up in Onslow Road in peak hours. That means that every time the T2 lane is full around **10** cars will not get across. At this rate, in no time at all the traffic will be banked way up Onslow Road. (This already occurs frequently when at times both of the existing two lanes in Hutt Road are full).

Loss of parking –

Workers get to work generally between 7 and 9.

If the T2 lane is in operation – no where to park.

No alternatives in the Council plan.

Many are going to come up Rangiora Ave which already has the business overflow plus Rangiora ave residents, plus Athfield Architects, plus a new 10 section steep subdivision which is up for resource consent .

It is already frequently difficult to get up the street.

If Council proceeds with the T2 lane, which I do not think that it should, then Council will need to provide practical alternative staff parking.

T2 lanes –

confusing and don't work in practice. Dangerous and inviting disaster when the clearway reverts to parking. Very difficult to police (eg Mana Esplanade).

Wrong Concept:

No where in the OPUS report did I read of the potential effect of E bikes on cycling in Wellington. With our hills and the wind, there is probably not another city in the world where e bikes have a more practical application. Their numbers are said to skyrocketing in Auckland where cyclists frequently move faster than motorists. On a recent cycle adventure around dedicated cycle trails in the Hawkes bay 7 of my 10 co riders had E bikes. At the end of the week I gave my bike in to a local police station and have ordered a new E bike for my upcoming birthday. It is interesting to note that of my 7 co-riders 6 had been in an accident since purchasing the new bikes mainly because whilst the bikes go faster they do not stop faster. This has implications for the proposed Hutt Cycleway in that it is crossed by a multitude of businesses whose customers have their eyes on the heavy two way traffic rather than looking out for the occasional cyclist. It is my considered opinion that the city should spend mre money and construct a dedicated cycle way behind the existing buildings where they will be able to ride fast quite safely.

Solution:

In my opinion, Council should proceed with moving the lights to the other side of the Hutt road and widen the bridge near Kaiwharawhara Road. Everyone seems to agree on these two points. Then re-seal and mark out the existing cycle way as phase 1.

Re-examine the desirability of removing the business parking and creating a T2 lane in favour of a superior cycleway behind the existing buildings to meet up with the now definite cycleway planned from Petone to Ngaranga.

Hutt cycleway submission – K Glassey



Onslow rd lights looking north – no provision for cycle space, it can be made with stopping cars 3 m earlier in the inside lane and making the lanes on the other side 0.4m less wide each.

Making small improvements to gain a full 1m “cycle lane” on each side of the Hutt rd with a smooth surface means that the serious cyclists and electric bikes can commute at their normal 30-40km/hr speeds and leave the multipurpose dangerous “path” to the slower cycles and pedestrian traffic. Also avoids abuse from motorists to “get off the bloody road and use the cycleway”.



Centennial drive looking south – this section needs a green 1m cycle “lane” running off the end of the cross hatched section to the lights to indicate where cyclists should position themselves and show motorists to leave room for cyclists.

Hutt cycleway submission – K Glassey

I support the proposed changes to the Hutt rd “Cycleway” but would still like to retain the right to cycle on the road with a few minor improvements. As a cyclist of 16 years using the Hutt rd I use the road to cycle backwards and forwards to the city as the “cycleway” is too dangerous with so many driveways to use at speed. Even with the proposed changes the vehicles will still cross and they have poor visibility for cyclists and always look right before looking left.



Kaiwharawhara corner – recent improvements made with road marking before, at and after the intersection are a good example of 1m cycle “lane” that has improved cycle safety and still room for 2 car lanes

hand-outs

KHANDALLAH RESIDENTS GROUP

**SUMMARY OF ORAL SUBMISSION TO TRANSPORT AND URBAN DEVELOPMENT COMMITTEE,
WEDNESDAY 4 MAY 2016**

Proposed Hutt Road Cycle Path

- Khandallah Residents Group would strongly support a cycle path that would be safe enough that less experienced cyclists would use it - This is the only way real and sustained growth in the numbers of cyclists will occur.
- The safety gains the proposal will yield are small and won't achieve this. The biggest risk is vehicles exiting from businesses along the Hutt Road with the drivers focused on finding a safe gap in the traffic. The risks posed by this will remain under this proposal.
- This cycle path needs to be part of a connected safe route to the CBD and beyond to provide a user-friendly and viable route for the next generation of cyclists.
- The feeder routes to the Hutt Road also need to be safe to foster greater rates of cycling.
- The access to the cycle path for cyclists exiting Onslow Road to head south is dangerous.
- The Bridle Track from Nicholson Road to Kaiwharawhara is used by cyclists, runners and walkers, which is unsafe in the narrow lower parts of the track. These sections of the track need to be widened.

Traffic Changes on the Hutt Road

- The implementation of a T2 lane would result in a dramatic reduction in the number of vehicles able to get from Onslow Road onto the Hutt Road southbound.
- This will affect many people – we counted 429 vehicles exiting Onslow Road in a 30 minute period.
- Last minute lane changes will be required in heavy traffic - tradesmen going to Placemakers or Carters in the morning, or cars going up Onslow Road in the evening. These are a recipe for chaos and accidents.
- Allowing off-peak parking along the Hutt Road will make the only viable alternative to the motorway effectively one-lane southbound, which may be an issue in an emergency.

Consultation Process

- Advertising of the changes was heavily focused along the Hutt Road, and targeted cyclists.
- No advertising was placed anywhere in Ngaio or Khandallah. People in these communities are reliant on the Hutt Road. Their input should have been sought just as actively.
- The local residents associations and local cycle groups were not made aware of these proposals.
- The outcome of this flawed consultation process cannot be viewed as reflecting the opinions and concerns of those affected by these proposals.

We ask Councillors:

- **To reject the currently proposed changes**
- **To request Council Officers to engage with the community to come up with more effective proposals to increase the safety of cyclists and to encourage a reduction in the number of cars without increasing risk, and**
- **To insist on genuine community consultation when new plans are developed.**

Christine McKenna, Khandallah Residents Group

Item 2.1 Attachment 10



Hutt Road Cycle Proposal

Red Route:

- Along coast way same as the proposed Petone cycleway
- Avoids all the business on the Hutt road
- Would link in with Aotea Quay, Railway station and Water front route.
- Would have a WOW FACTOR, attract cycle tourist and families
- Pukerua Bay to Paekakariki TeAraoa Walkway.

Blue Route:

- Along west side of the Hutt Road
- Would only need minimal retaining on most of the route
- Would have Traffic light control at Kaiwharawhara Rd
- Would have Traffic light control to cross Hutt Road near Cashmere Ave
- Could later put in an overpass near Cashmere Ave.
- Would avoid most of the business on the Hutt Road.

Council Proposed Route

- Is effectively the same as now
- Would annoy other people using the Hutt road
- Vehicles on Westminster st stop directly on the cycleway (accident point)
- Vehicles to and from Spotlight stop on the cycleway
- Cars and trucks loading at the Goods Shed stand on the cycleway.
- Large trucks crossing at Carters and Placemakers
- There has already been an accident at Placemakers.
- Many more business on this side plus parked cars.
- This route will be a dog's breakfast!!!

Don't make the same mistakes as in Island bay and waste your money making something that doesn't suit anybody!

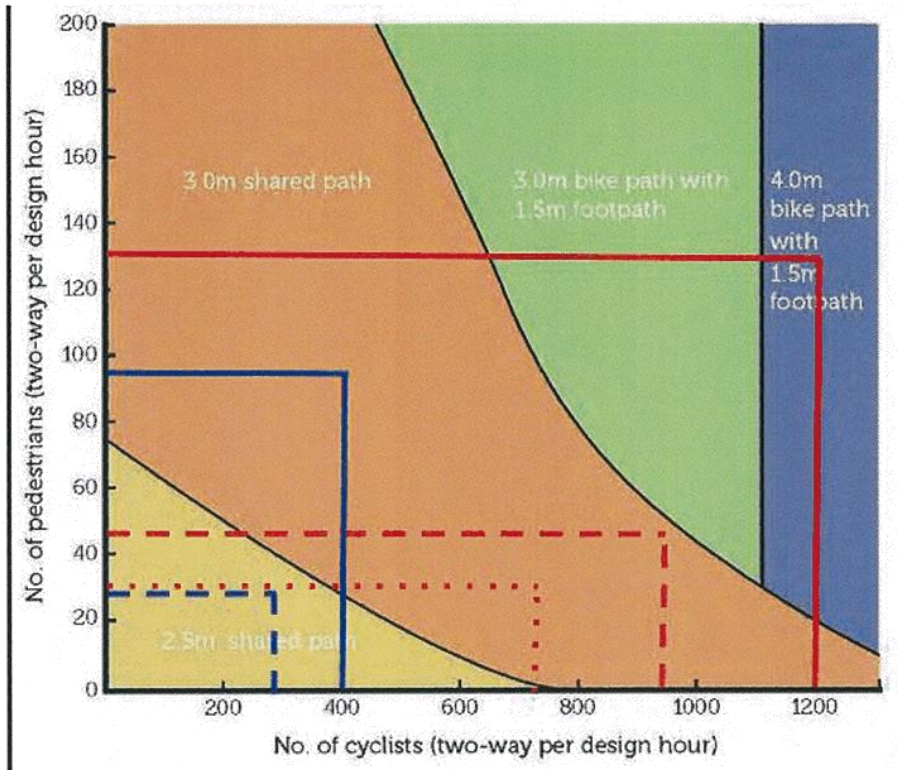
A two way path on the west side of The Parade:

- Would be more direct, not going on and off the road (accident point)
- Avoided the Medical Centre and some intersections
- Allowed people access to their parked cars
- Would allow a 2 meter wider carriage way.
- Would encourage families and older people to cycle
- Would also have the WOW FACTOR to encourage tourists and families
- Is maybe not "best practice" but we don't have high cycle traffic numbers

Anybody wanting to cycle at 25 to 35km/hr will still use the roadway on The Parade with the existing configuration.

Peter Panettieri
021 73 83 73

The VicRoads diagram below shows the current usage (in blue) and assumed usage (in red) for cycling & walking use along Hutt Road both north (solid line) and south (dashed line) of Kaiwharawhara Road:



The WCC report combines the VicRoads metrics with the assumed future of cycling use actually tripling in the next 2 decades to provide an even wider an alternative solution assessment (Table 19):

Location	AM Peak	PM Peak
North of Kaiwharawhara Road	3m shared path	3m bike path with 1.5m footpath*
South of Kaiwharawhara Road	4m bike path with 1.5m footpath	4m bike path with 1.5m footpath

* Amazingly the report mis-interprets the VicRoads table. As outlined by the dotted line above, 740 cyclists and 30 pedestrians matches “3m shared path”.

Even the wider VicRoads recommendations are not enough with the report actually recommending the following path configurations:

- North of Kaiwharawhara Road: 3m bike path with 2m footpath
- South of Kaiwharawhara Road: 4m bike path with 2m footpath



Northern Cycleways project 1 – Hutt Road TR 15-16

- support proposed improvements to walkability
- support the reinstatement of dedicated footpath
- like to see more separation between pedestrians and cyclists, with an audible strip or similar between the two paths, and surface differentiation (i.e., colour or texture)

- support the new signalised pedestrian crossings over Hutt Road and across the slip lane
- support using this opportunity should to improve access to and visibility of Ngauranga railway station, currently hidden away, and linkages between the station and the bus stops

- the trees along Hutt Road north of the petrol station provide important shade and shelter for pedestrians, and a visual barrier and noise attenuator between the path and the motorway – they should stay
- how will lighting on the opposite side of the road provide adequate light for the footpath?

- We would like to see 'Give Way' signs with speed humps at all vehicle driveways, in line with the requirement for vehicles to give way to pedestrians
- What priority will be given to boarding and alighting bus passengers in regard to the cycle lane?

- the bus stop on Hutt Road north of Kaiwharawhara Road is a popular stop – what impact will moving it have on the passenger experience?
- we would prefer to see bus priority lanes - the smart widened motorway is available for all through vehicles. If not, at least a T3 lane should be created

Hutt Rd Cycleway

Submission from Michael Mellor

- support proposed changes to Hutt Road, *but retaining all trees*
 - support proposed changes for people on foot, *provided they are consistent with the NZTA Pedestrian Planning and Design Guide, with any exceptions noted*
-

- a barrier to separate people on bikes from people on foot that is more obvious than a painted white line would be preferable, *perhaps a rumble strip or wands along the dividing line at/near points of potential conflict*
- support proposed changes for people using buses, *provided they conform with the (draft) NZTA Public Transport Infrastructure Guidelines, with any exceptions noted*

- support proposed changes for people on bikes
 - support proposed changes to parking
 - support proposal to provide a T2 transit lane during peak periods, *but bus lanes (as per N2A) would be better, and continuing to 7pm*
-

CARTERS, 176 HUTT ROAD

**SUPPLEMENTARY INFORMATION FOR WELLINGTON CC TRANSPORT & URBAN
DEVELOPMENT COMMITTEE**

Date: 4 May 2016
Subject: Hutt Road Cycleway

1 Introductions

Matt Williams: Carters area manager Wellington / Wairarapa

Tim Kelly: transportation planning consultant

2 Summary

- not opposed to the intent & wider initiatives to increase cycle / pedestrian activity
- but safety and loss of car parking are major concerns

3 Carters Business

- generates significant vehicular activity, especially during AM peak
- typically 80 vehicle movements 7-9am, 160 for rest of day
- many vehicles towing trailers
- right turn exit & entry movements especially difficult

4 Safety

- most critical period is AM peak – when Carters' vehicular activity & peak cycle activity coincide
- currently 250 cycles/hr in AM peak, forecast to increase to 400/hr in 2020, with a 2031 design demand of 950
- widening of the cycle path, removal of obstacles etc. signal to cyclists a higher level of priority - the outcome is likely to be higher cycle speeds (something which doesn't seem to have been addressed but which CycleAware Wellington has identified¹)
- higher cycle volumes at higher speeds combined with vehicle movements crossing their path is a dangerous mix which will result in casualties
- the Cycle Network & Route Planning Guide (LTSA, 2004): *'where cyclists ride on both directions along paths, drivers using driveways and side roads may not expect cycle traffic from both directions. Best European practice outlaws two-way cycle paths alongside roads with access from driveways and side roads'*²
- the GHD Safety Audit³ – only considered driveways generically. No consideration of specific driveways or their volumes of use / activity. No acknowledgement of higher cycle speeds. 'Client' response was for a trial to determine the suitability of electronic warning signage for mitigation but no changes to proposal. GHD stressed need for a 'full safety audit' – unclear if this has been undertaken.

¹ <https://cycwell.wordpress.com/>

² *Cycle Network and Route Planning Guide (p42). LTSA, 2004.*

³ *Hutt Road Sustainable Transport Report, Appendix I, Road Safety Audit. GHD, November 2015.*

5 Parking

- problems associated with loss of Carters' staff parking clear in submission
- no solution appears to have been proposed by WCC, no spaces available within reasonable distance
- my assessment identified potential use of Kiwirail land or Kaiwharawhara park
- if staff are unable to access the site, Carters cannot operate

6 Relief Sought

- cycle safety and business convenience have been compromised
- preferable to take a little longer to achieve an outcome which is safe and which is not detrimental to commercial activities
- proposals should not proceed until the identified problems are fully resolved

Hutt Road Cycle Path submission to WCC

Nick Edwards

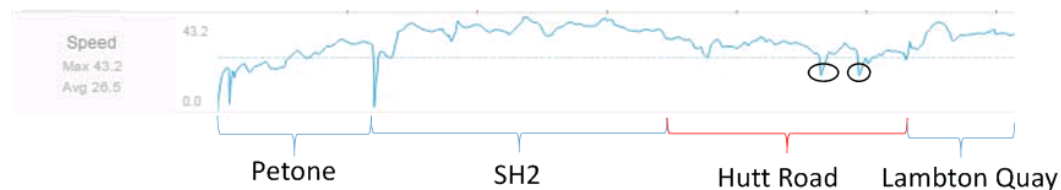
Compromise doesn't solve the problem

- Compromise always favours the motorist
 - Sometimes more dangerous than no cycling provision at all. Hutt Road in Petone, SH2 Petone-Dowse, Ngauranga Gorge
 - Personal experience
 - Leads to non-use as the road ends up being a better option
 - Doesn't attract more people
-

Current issues

- Afterthought – drains, gutters, posts, access points slow down travel and significantly increase hazards
- Pedestrians transitioning to car drivers, and vice versa
- Not wide enough!
- Access across the path into the child care centre, building centre (and drivers confusing right of access with priority/right of way). Particularly **right turns** into or out of businesses – some even use the cycle lane to perform U turns
- Poorly maintained, poorly cleaned
- Cars don't see the cycle path as a legitimate carriageway – it doesn't figure in their thinking.

Avoiding these hazards slows cycle commuting speeds by min 25%



Design thinking

- Needs to be two speed (cater for the fit cycle-commuter but not exclude slower / recreational cyclists).
- Prevent (at least) car right turns across straight-through cyclists
- Clear give way indications and signage
- Needs to be a **carriageway**, not a pathway
- Needs to be sheltered from the wind
- How is it going to be maintained / kept free from grass?

Ideally: the cycle path would be in the road **median**, with fly-overs at each junction for cyclists going straight through. No right turn across this.

Failing this, a cycle path built as part of the road infrastructure, not the path infrastructure, is likely to be more used and more useful. Perhaps even a cycle path on the road and a shared path next to it?

Parking

- In principle, roads are for traffic, not stationary lumps of metal
- But traffic would be eased by provision of park and ride options
- Even cyclists currently use the parking spaces on Hutt Road to take out the climb up to Ngaio / Khandallah
- So can the council look to buying up buildings at the bottom of Ngauranga and Kaiwharawhara for park and ride options? Eg pay for parking and get free bus travel on the new lane in?

Parting thought

- Do it properly, and put the supporting infrastructure in place around it.
-

Hutt Road Cycle path – Submission

55

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bernard O'Shaughnessy	Newtown	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Your artist impressions are always hogwash

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Sometimes I think the Urban Planners get carried away on space needed for pedestrians when there is so few of them walking about.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Get more buses and trains

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

the mess the Planners made in Island Bay, Victoria Street, Manners Street, Bay Road, John Street, Curtis Street, everywhere really! I think allowing cyclists in T2 lanes will need clarification and debate.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

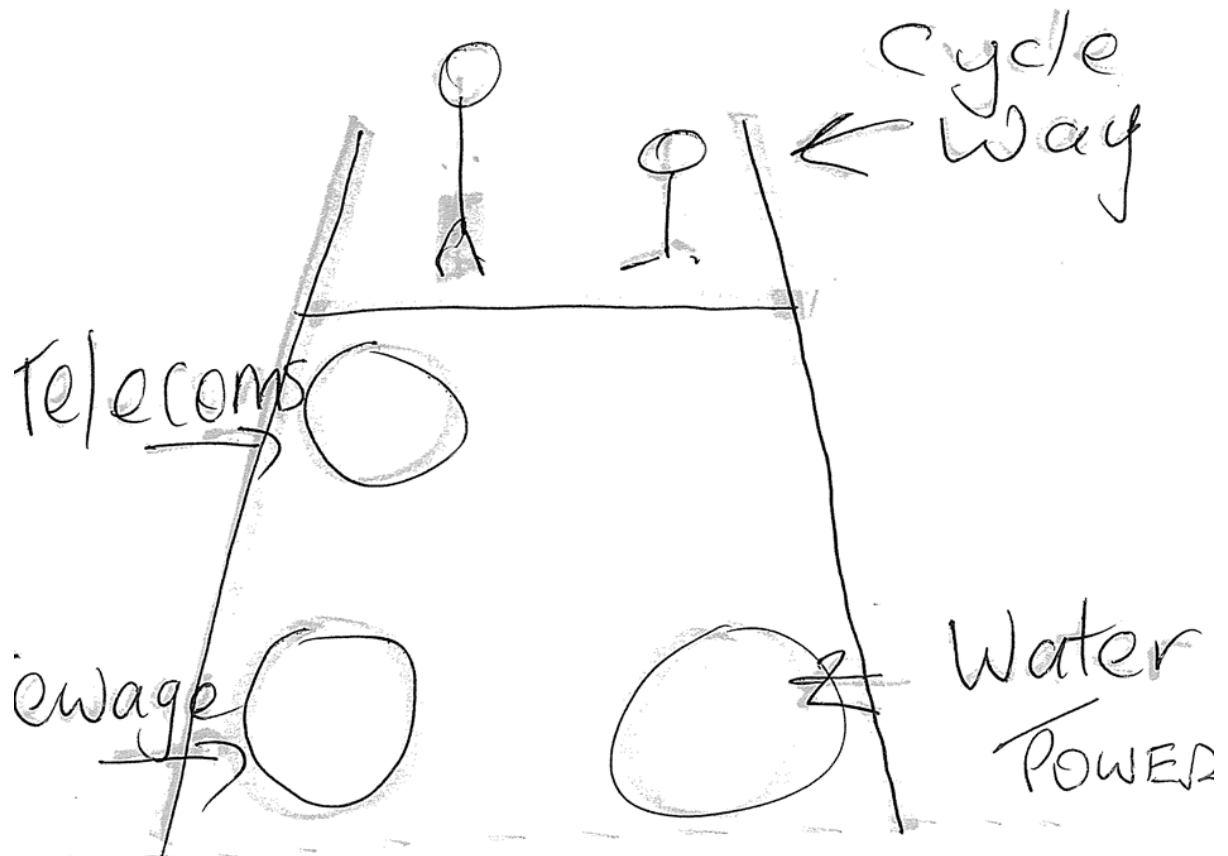
DO YOU HAVE ANY GENERAL COMMENTS?

Yes - heaps.

1. Have a city entry Road Tax as in London.
2. Give incentive to residents to leave their cars at home, e.g. Snapper % discount = \$500 p.a.
3. I think we need some newer innovations. Should we build dykes (dikes) as in Holland, and put cycle ways on top of them because of climate change.
4. Why should poor people have to pay for rich people to be able to take their big gas using cars to work to park them.

5. All Councillors with flash cars should resign as well as the CEO.
- * Additional notes to Q5: need low fences/rail/barrier
 - * Additional notes to Q9: but cars must have 3 people in them before allowed in T2 lane (i.e. make it T3 only).

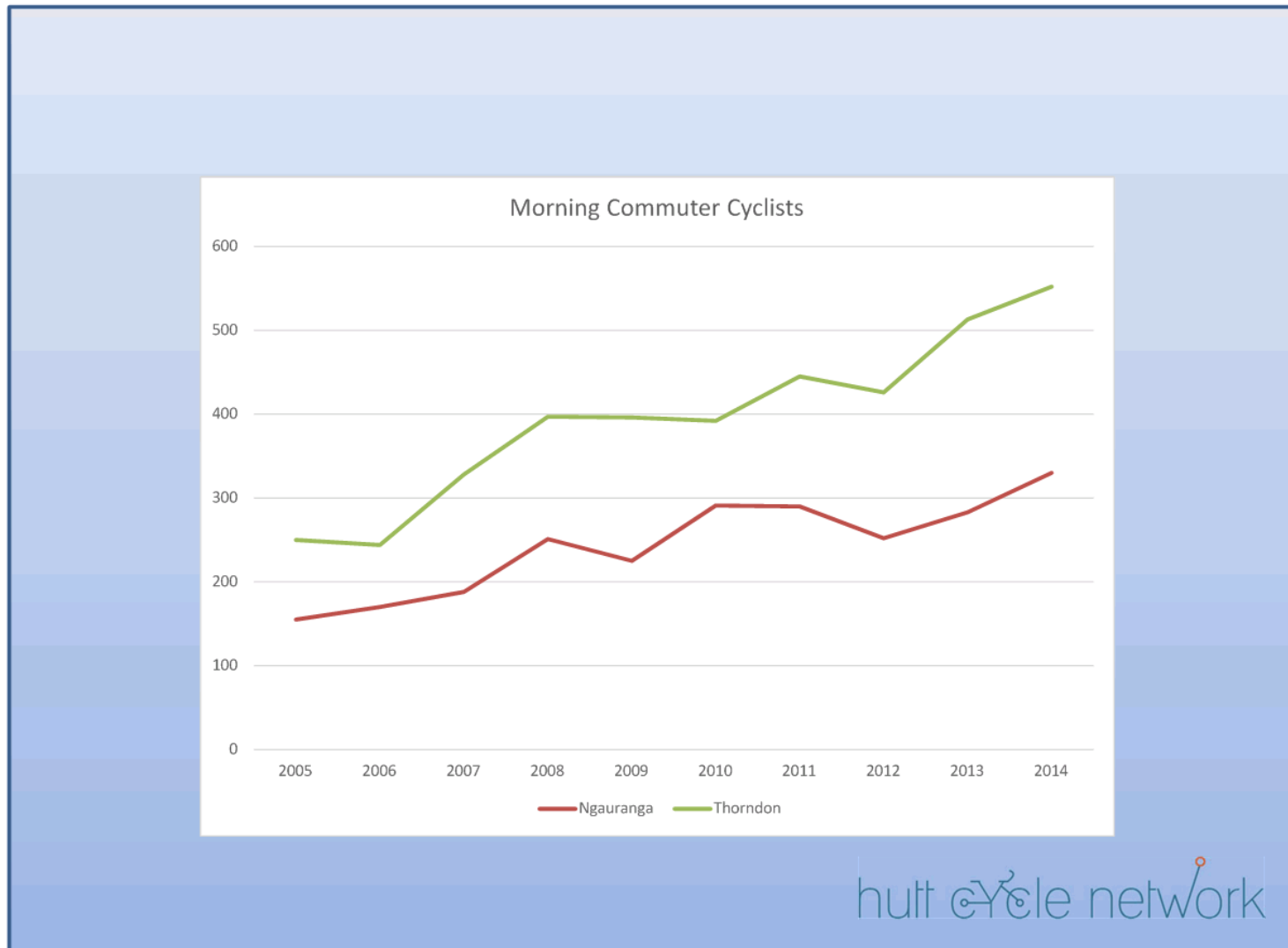
the options
SEAWALLS



Around
Climate Change

The logo for the Hutt Cycle Network is centered within a large, light blue rectangular frame. The text "hutt cycle network" is written in a lowercase, sans-serif font. The word "cycle" is stylized, with a bicycle wheel and frame integrated into the letters. A thin blue line extends from the top of the letter 'o' in "network", ending in a small orange circle.

hutt cycle network





Options....

1	On road cycle lanes	X
2	In the rail corridor	X
3	Seaward side of the motor way	X
4	Upgrade existing path	✓

hutt cycle network

Cycle Mode Share....

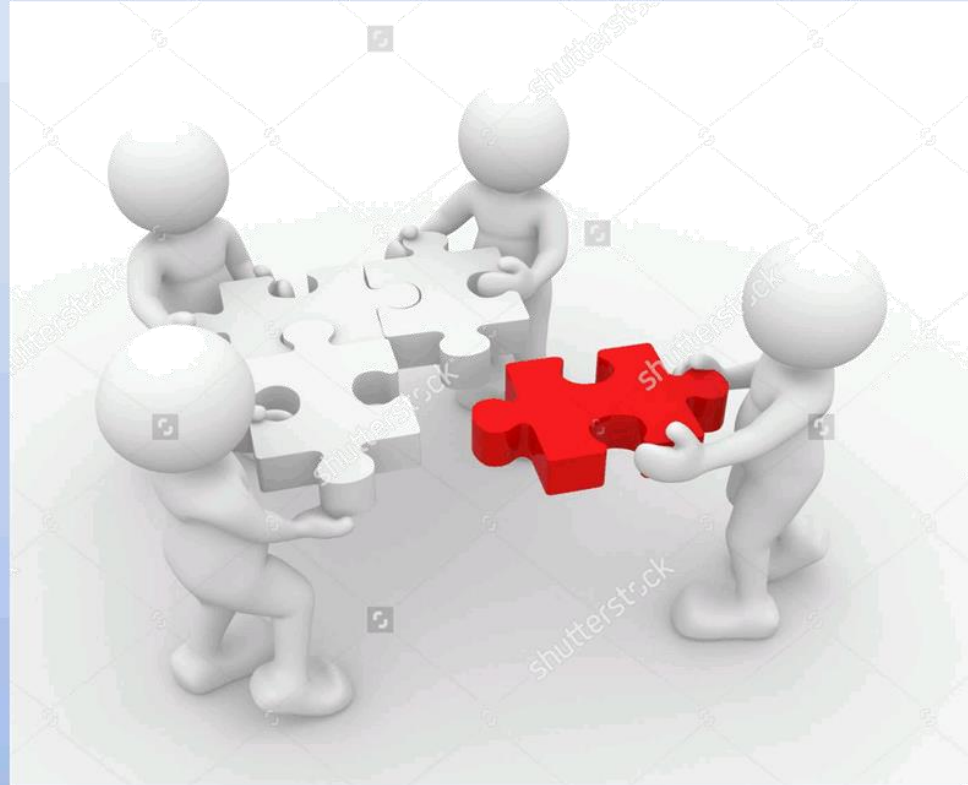
- Currently ~ 1% on Petone to Ngauranga
- If it was 5%:
 - 1,600 cyclists per day
 - 900 less cars coming into Wellington each day
 - 10 empty car parks in Wellington for each park lost in Kaiwharawhara

Vehicle Crossings

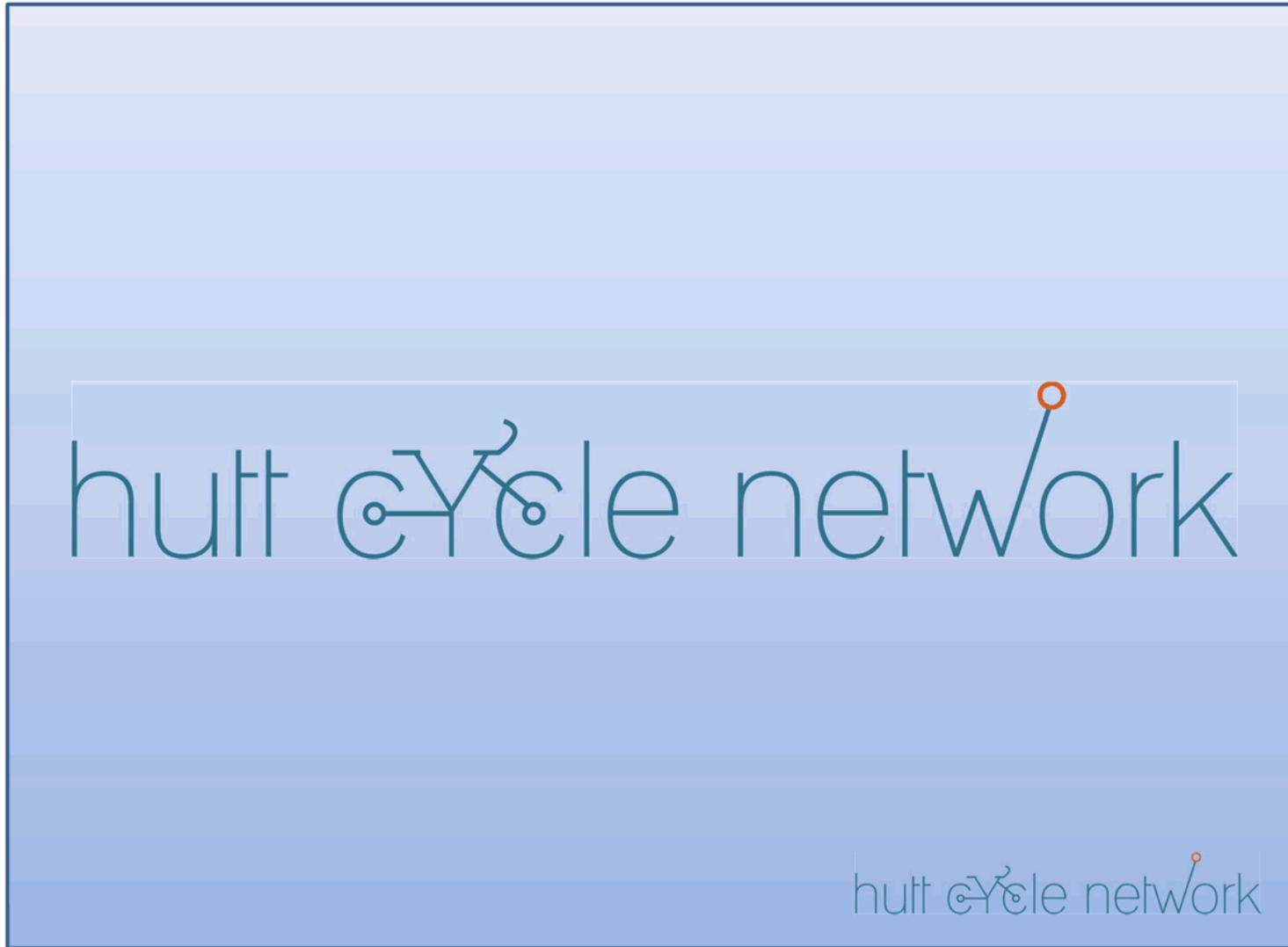


hutt cycle network





hutt cycle network



Google Maps



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Google Maps

<https://www.google.com/maps/@41.2586491,174.7931013,336m/data=!3m1!1e3?hl=en>

Item 2.1 Attachment 18

Google Maps

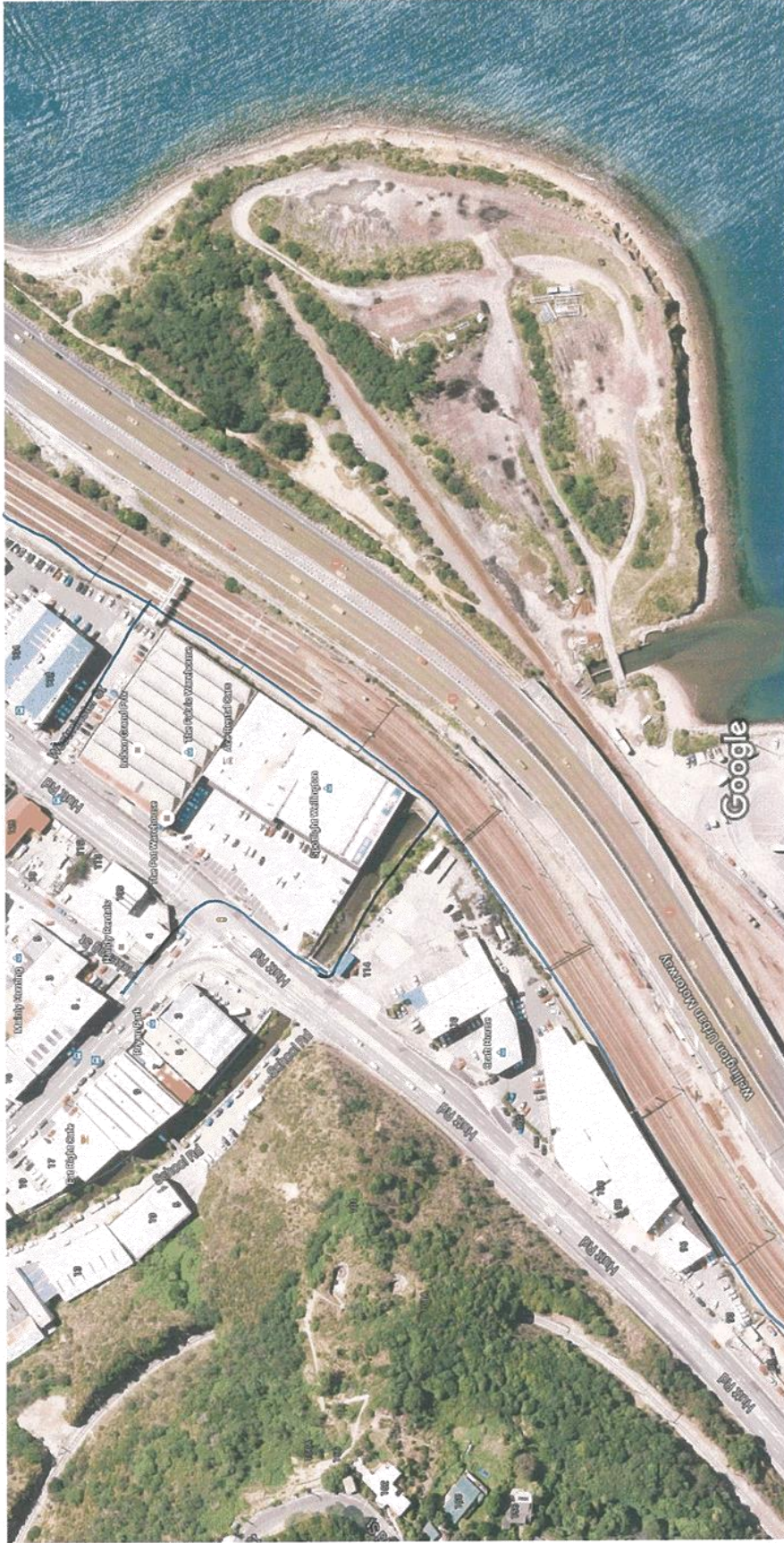


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Google Maps

<https://www.google.com/maps/@41.2922156,174.7969813,335m/data=!3m1!1e3?hl=en>

Google Maps



Google Maps

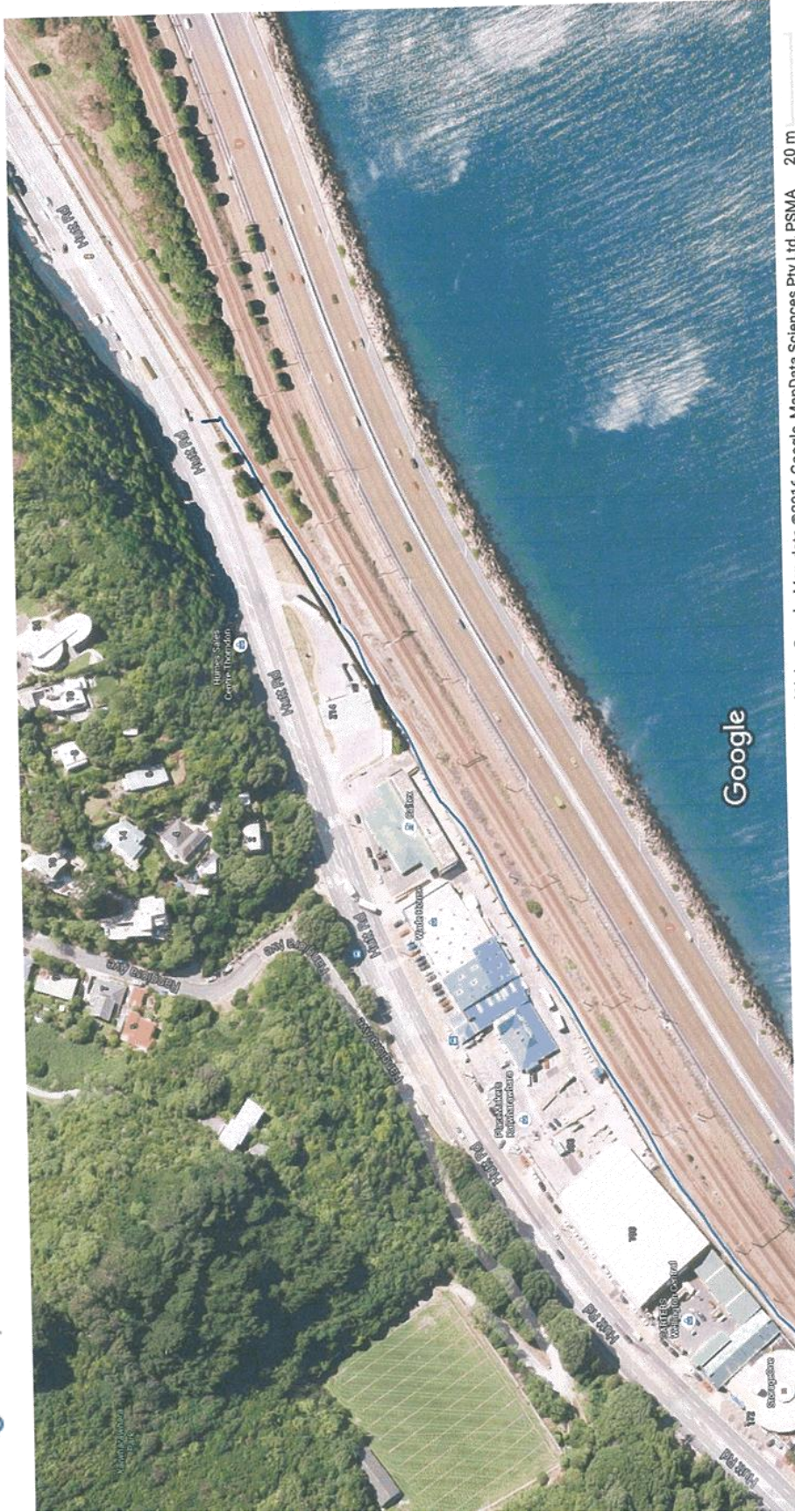
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Item 2.1 Attachment 18

Google Maps



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Google Maps

